

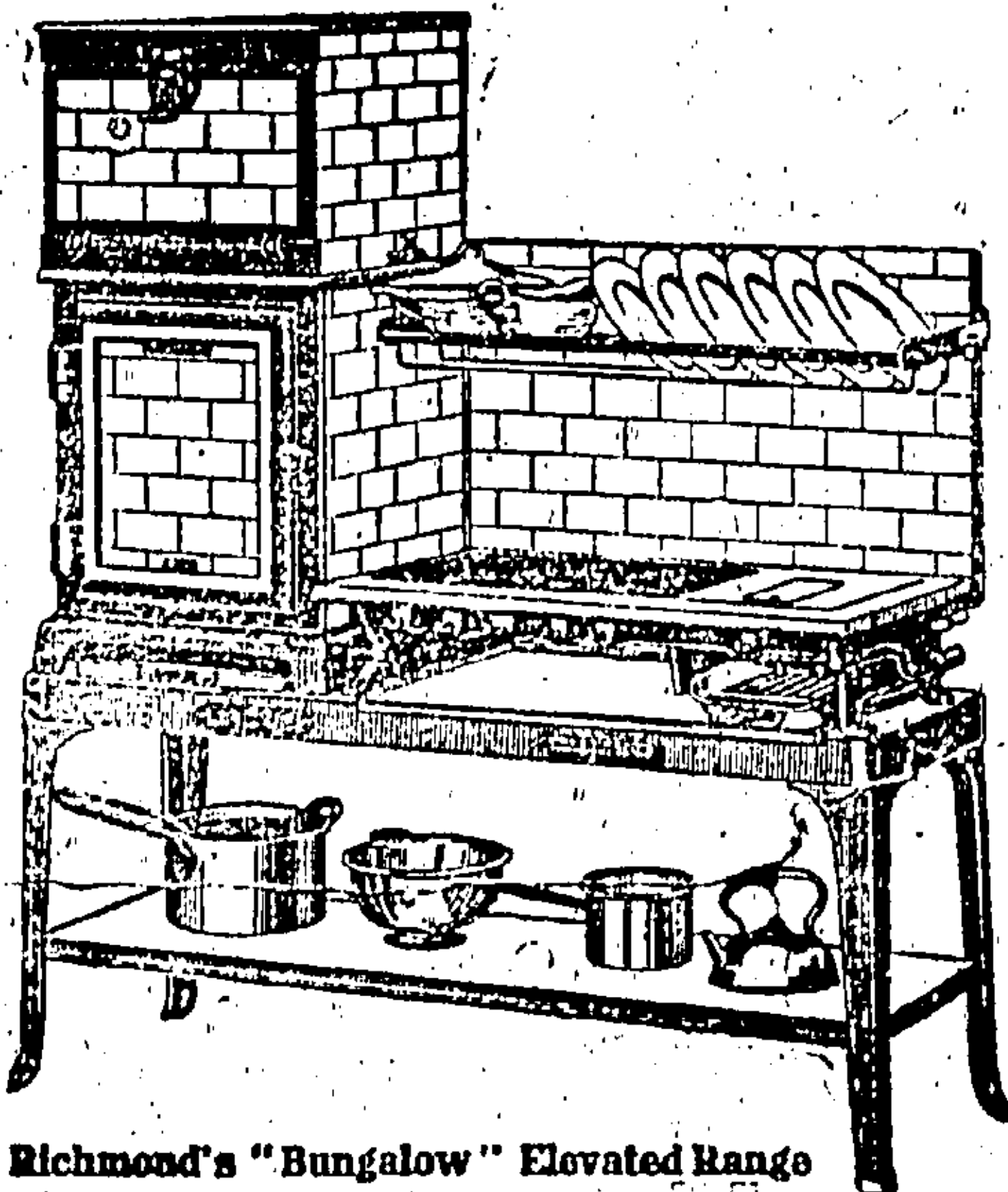


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ALLEGED FRAUD BY DISTILLERS.

A strange allegation that the proprietor of a native distillery cheated the Revenue Department by interfering with the process of fermentation emerged from a summons brought by the Imports and Exports Office before Mr. R. E. Lindsell at the Central Magistracy yesterday afternoon.

Tau Yip, the licensee of the Tai Tung Distillery, was summoned on three counts, of failing to record correctly a portion of the amount of Chinese spirits produced from molasses, of failing to keep a correct record of the amount of molasses added to what remained from fermentation in the kongs or vats, and of having in his custody 90 jars of Chinese spirits, the green duty labels of which were not properly affixed.

Mr. J. D. Lloyd conducted the prosecution, and the defendant was represented by Mr. M. K. Lo.

In his opening, Mr. Lloyd stated that what was really alleged was that while it was represented that seven or eight days were required for fermentation, the defendant was enabled at the end of four days to extract from each of the kongs in question about half of the fermented liquor and distilled that off.

He then refilled the vessels with new molasses, so that at the end of the seven or eight days, with the action of fermentation again complete, he was enabled to gather a second "vintage."

A Chemical Fact.

Now, there was no law compelling fermentation within seven days, observed Mr. Lloyd, but it was a chemical fact verified later by Mr. H. A. Taylor, that the process of fermentation of molasses was complete within 3½ or 4 days, which left them to wonder why the Tai Tung Distillery should want as much as seven days for their process.

The books of the distillery were kept in order insofar as they showed the amount of molasses used at the beginning of the seven-day period, but they were not in order when the fact was considered that in the meantime more molasses had been put into the same jars for the purposes of what the Department now alleged to have been a "secret vintage."

The practice in the case of the Tai Tung Distillery was to fill the kongs in rotation, so that it was possible to gauge the stage of fermentation reached by each kong day by day. That was of course in addition to such technical features as are represented by the froth or scum rising to the top, or the degree of heat in the fermented material in comparison with the temperature of the outside atmosphere.

A Secret Vintage.

Mr. Lloyd spoke of a visit made by a Revenue Officer to the distillery resulting in investigations into the processes of manufacture. They relied firstly on the practice of fermentation by rotation, then on tests made of samples in the Government Laboratory, and found certain contradictory features which could be explained only by a number of the jars having been refilled with a new quota of molasses within the interval of the seven days. It was suggested that much secret liquor had been drawn off and distilled from the vats. Of this liquor there was no record kept in the books.

Also, Mr. Taylor, in tests made of samples, found that fermentation of molasses did not require more than 3½ to 4 days.

Finally, Mr. Lloyd said with reference to the third charge that when Revenue Officer Grimmitt visited the distillery he noticed that a number of jars which were arranged for inspection, had their green duty-paid labels not properly affixed. A much diluted adhesive was used to affix the labels to the jars, and they would come off when dry. Mr. Lloyd suggested that it was the intention of the

MUNSANG COLLEGE.

PRIZES DISTRIBUTED BY DR. S. W. TSO.

There was a large gathering of pupils attending Munsang College, with their parents and friends, at the New Kowloon Theatre Kowloon City yesterday afternoon when Dr. S. W. Tso distributed prizes to successful students on the occasion of the second annual prize-giving. The annual report which was read by the headmaster, Mr. R. Huang, showed that the College, which is still very youthful, was being called upon to cater for more and more scholars there being an appreciable increase over last year.

The headmaster read the annual report as follows:

Doctor Tso, Members of the College Council, Ladies and Gentlemen,—It gives me very great pleasure to welcome you here this afternoon on the occasion of the second prize-giving of this new school. On the last occasion I made mention of the fact that Munsang College had reason to congratulate itself on the growth manifested during the preceding year, and this afternoon I have again to repeat that the school year we have just concluded has been as successful, if not more so, than the previous year.

More Scholars.

Looking at the school from the viewpoint of numbers I have to report that there has been a very satisfactory increase. On the school-roll at present we have 224 boys, an increase over last year of 83. I should like to say at this juncture that our policy in admitting new boys is not to let every applicant enter at once, but to give a strict entrance examination, in which a high standard of Chinese is required. Any applicant who fails to satisfy the examiners in either Chinese or arithmetic is not admitted.

In November of last year the Government Inspector of Schools paid us a visit and from his report we find that he is very pleased with everything that he found in the school. At the end of his report he wrote "The school and its equipment were a very pleasant surprise. The school deserves to succeed." The Director of Education, Mr. A. E. Wood, in sending this report to me, wrote, "The report is very encouraging and I wish the school every success." Mr. Wood paid us a surprise visit with his staff in May and looked over the whole school.

Games Organised.

With such a large number of boys, including 60 boarders, we have to be very careful in supervision, both of their health and character. Towards the well-being of the physical side of the school we have organised games, basketball, volley-ball, football, bathing parties and walks. We have been fortunate in securing the services of Dr. S. C. Au, of Kowloon City, to be the School Physician.

A very keen Scout Troop, under the leadership of Mr. Edward Shea, fosters among the boys those qualities that make for the best type of citizen. Tenderfoot badges will be presented to-day to some of the boys who have won them, when the other prizes are given. In addition to their ordinary scoutcraft, the boys have had two camps during this term where, in the open, they have lived a healthy and simple life.

Donors Thanked.

On the occasion of each prize-giving I have to tender thanks to

defendant to use these labels again for other jars. It was this discovery which caused Revenue Officer Grimmitt to look around with a more discerning eye, resulting in those other counts being brought. Revenue Officer Grimmitt and Mr. Taylor gave evidence in support and the hearing was then adjourned to Thursday next.

Mr. Lo was granted leave to re-serve his examination of the witnesses.

HIGHWAY ROBBERY.

YOUNG CHINESE WOMAN ROBBED BY BANDITS.

A well-dressed young Chinese woman, named Kwan Kun, residing at No. 18, second floor, Yau Wo Street, while passing along Connaught Road West, Kennedy Town, yesterday morning, was attacked and robbed by two bandits. The victim was so frightened, being alone, that she offered no resistance. The robbers, after relieving her of a gold bracelet, worth \$20, bolted and succeeded in escaping. The woman then raised an alarm, but the place was deserted and no one came to her help. She later reported the outrage to the

these kind friends who have helped the school, both by gifts of money and equipment. This year I have to thank, on behalf of the College Council, our very kind friend, Madame Wu Ting-fang, who has so generously helped the new school along. Madame Wu has taken and still takes a keen interest in our affairs and we are truly grateful to her. Another kind donor is Mr. Woo Hay-long, who has kindly given us a donation of \$1,000, which generous gift we received this term. Mr. T. C. Yung has given several hundreds of volumes to the school library, which gift has substantially increased the reading matter of the school.

All these kind friends will have the satisfaction of knowing that their gifts are going to what is the best possible cause, that of education. Without education a nation must be content to take a back seat in the world of to-day and anything that is helping the people of China to get a firmer standing in the comity of nations is worthy of your support.

Staff Changes.

We have to report that there have been several changes of our staff since we last gathered. Our valued friend and trustee, the Rev. A. D. Stewart, has proceeded to England on home leave but his position has been taken by the Rev. W. Walton Rogers, who has been in China for many years. We feel sure that in Mr. Rogers we have a worthy deputy for Mr. Stewart. Major Wright has had to go to Yunnan-fu where his energies are being devoted to furthering the cause of Christ in China. Among the Chinese staff we have said good-bye to Mr. C. T. Wong, who has taken up studies preparatory to entering the Christian Ministry, and Mr. Liu You-long, who was lent to us when we were in our very young stage, but who has returned to St. Paul's College.

Newcomers are Mr. Yim Yung-tsun, B.A., who is now the head of the history and Chinese departments, Mr. Kwan Yee-soon, B.A., who is in charge of the new commercial courses, Mr. A. E. Luck, Mr. E. L. Broadbush, and Mr. Chau Kwong-yu are giving invaluable help in the English department. In the Primary we have Mr. Chan Liang. Miss Chan Sun-wah is helping in the newly-formed kindergarten while the remainder of the staff is the same as last year. We are particularly fortunate in securing the services of Mr. Wan Yu-tung, a noted Chinese artist, who is teaching the elements of Chinese art in the junior school.

I should like to draw your attention to the good work that Mr. Broadbush has put in. He has, with his friends, given valuable help in connexion with Sunday services held at the school and this brings me to my last point, and that is the character of the school.

School's Aims.

As you all know the motto of the school is "Life and Light" and one aim is the formation of foundations for the very best Life that it is possible to lead, by means of the light that comes from knowledge.

We believe that only through following the example of Jesus Christ can we live this best possible life and that is our ideal, to lead scholars into a fuller know-

JAPAN'S PEACE LAW.

NEWSPAPERS OPPOSED TO REVISION.

Tokyo, June 29.
Most of the leading vernacular papers have been consistently opposing the revision of the peace preservation law on the grounds that it is too reactionary and are now strongly censuring the revision. Whereby, it is asserted, the Council betrayed its responsibilities as guardian of the national constitution.

The Jiji, though it doubts the advisability of revising the law by urgent Imperial Ordinance alone, upholds the action, as it contends the Council has no right to block the Government administration.

The Minister of Justice is quoted as saying that revision was meant as a deterrent and that it was unlikely the death penalty would be actually imposed.

It is understood the revised clauses will not apply to those arrested during the recent Communist round-up. Moreover, as the Diet has the right to repeal any Act promulgated by urgent Ordinance if it disapproves, there is a strong likelihood that the new Act will be suppressed before long. —Reuter.

ledge of Jesus Christ and his life. Among our staff, I am pleased to say, we have 16 Christians, who are doing all they can in influencing the boys to lead upright and moral lives. I am also very proud to say that during the last term, two of our boys have made a definite stand, and have been baptised into the Christian Church.

Our Sunday services have been very helpful and the Saturday morning addresses, given by different people, have put forward the claims of Christ.

Before concluding this report I would like to congratulate Dr. Tso on the honour conferred upon him by His Majesty the King, of the Order of the British Empire. Dr. Tso is a very busy man with many interests, but he has always time for Munsang College and I wish to thank him on your behalf for his kindness in coming this afternoon to distribute the prizes.

In distributing the prizes Dr. Tso addressed the gathering in Chinese when he said that he would join with the headmaster in thanking the donors of prizes and friends of the school who had done so much to help. The school was still needing help, he said, and added that he hoped the Government would allot a playground to them.

Pupils' Concert.

In addition to the presentations a programme of musical items was rendered including the College Song and the Founders' Song. The various numbers included Chinese music, a comical speech, songs, games and a violin solo, the latter being rendered by Mr. J. Braga. The other items were rendered by the Sun Sin Club, Middle School students, Kindergarten students and Primary School students.

Following the distribution and concert, tea was served in the school building on the Kai Tak band.

"Get On or Get Under".

Efficiency is the key-note of success, and to be efficient the mind must be alert and the body in perfect working order. Pinkettes, used when necessary, are a great aid to efficiency because they prevent and dispel constipation, banish bilious attacks, sick headaches, liverishness, keep the skin clear and the breath pure, relieve Piles. Your druggist sells Pinkettes, or post free, 50 cents the vial, from The Dr. Williams' Medicine Co., 60, Kings Road, Shanghai.

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LAXATIVE PERFECTION
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1. If you wish to know your future definitely and correctly told.
2. If you are interested in crystal gazing.
3. If you are in despair owing to misery and down with chronic diseases.
4. If you wish to see or have photo of your relative, dead or living abroad.

Consult the world-renowned Spiritualist, Psychist and Occultist either personally or by correspondence.

Consultation Fee \$20

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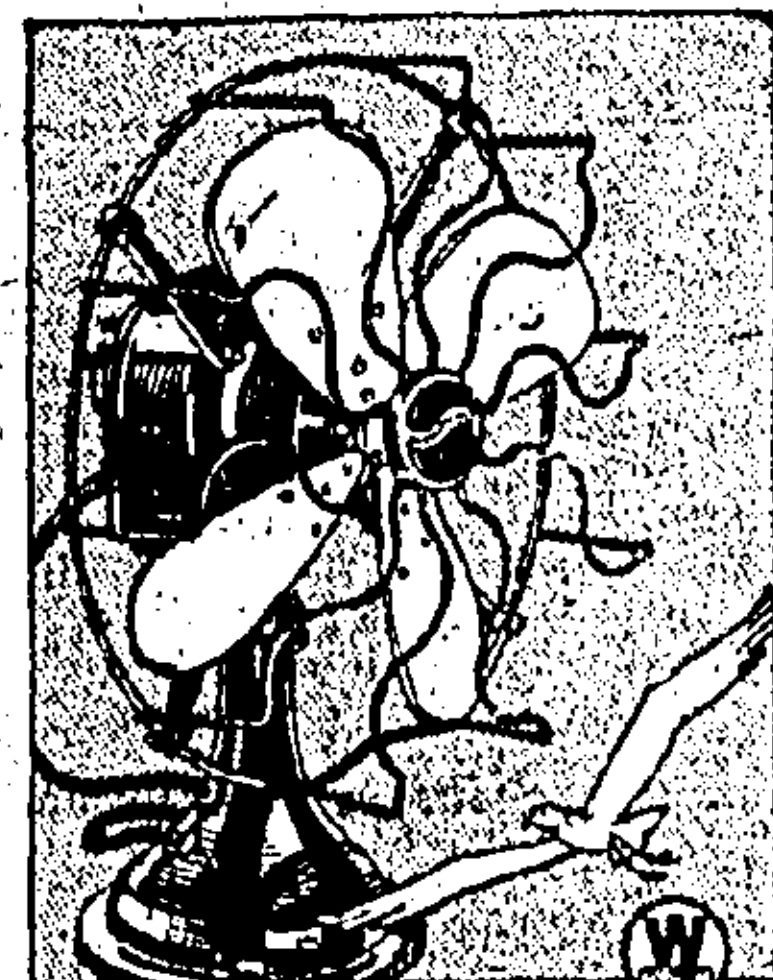
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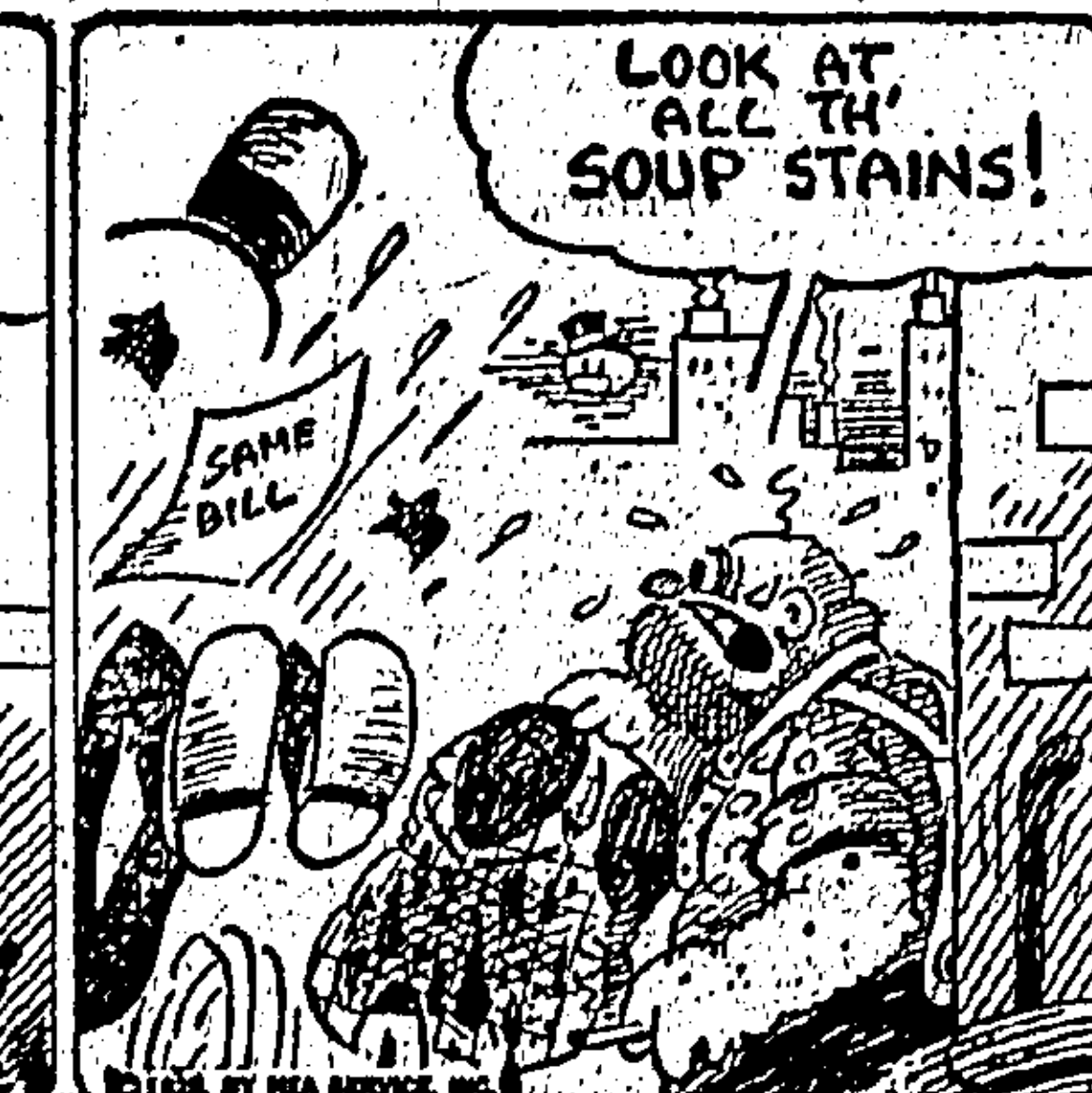
SALESMAN \$AM

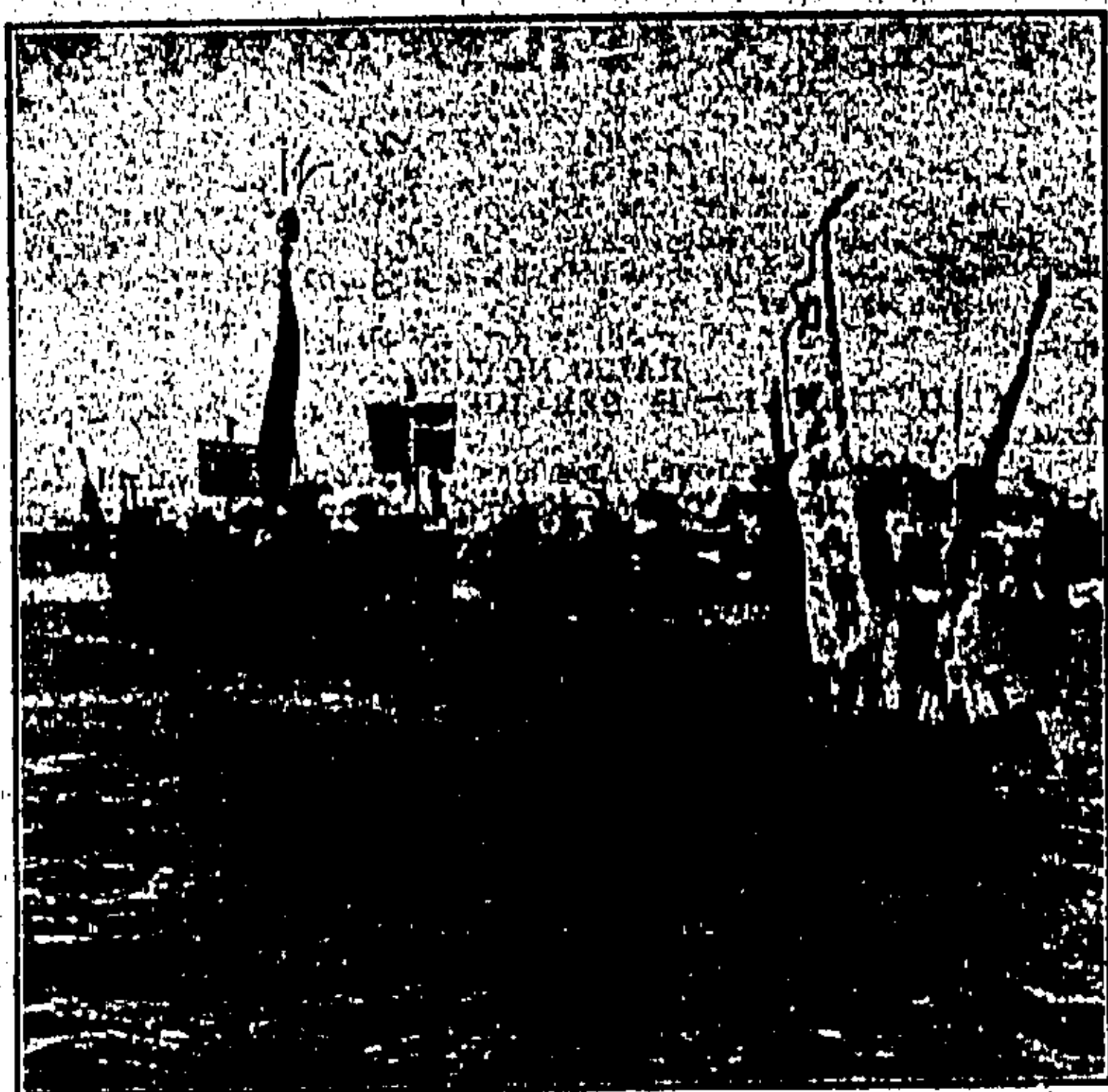
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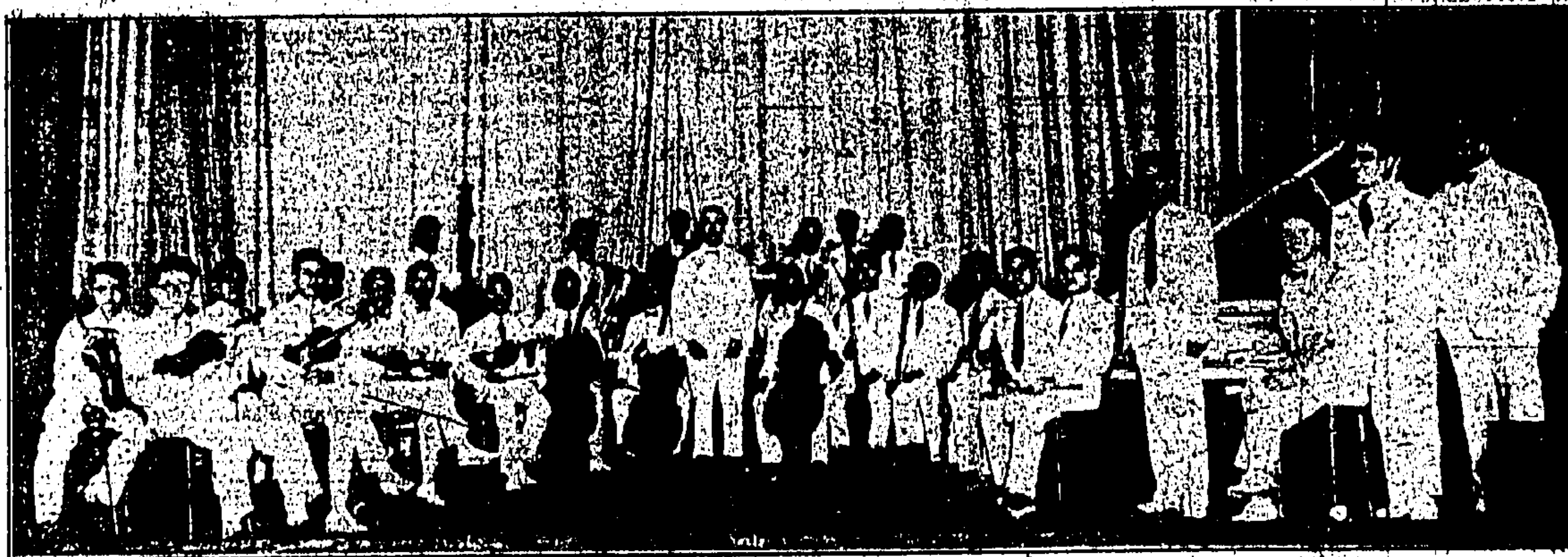




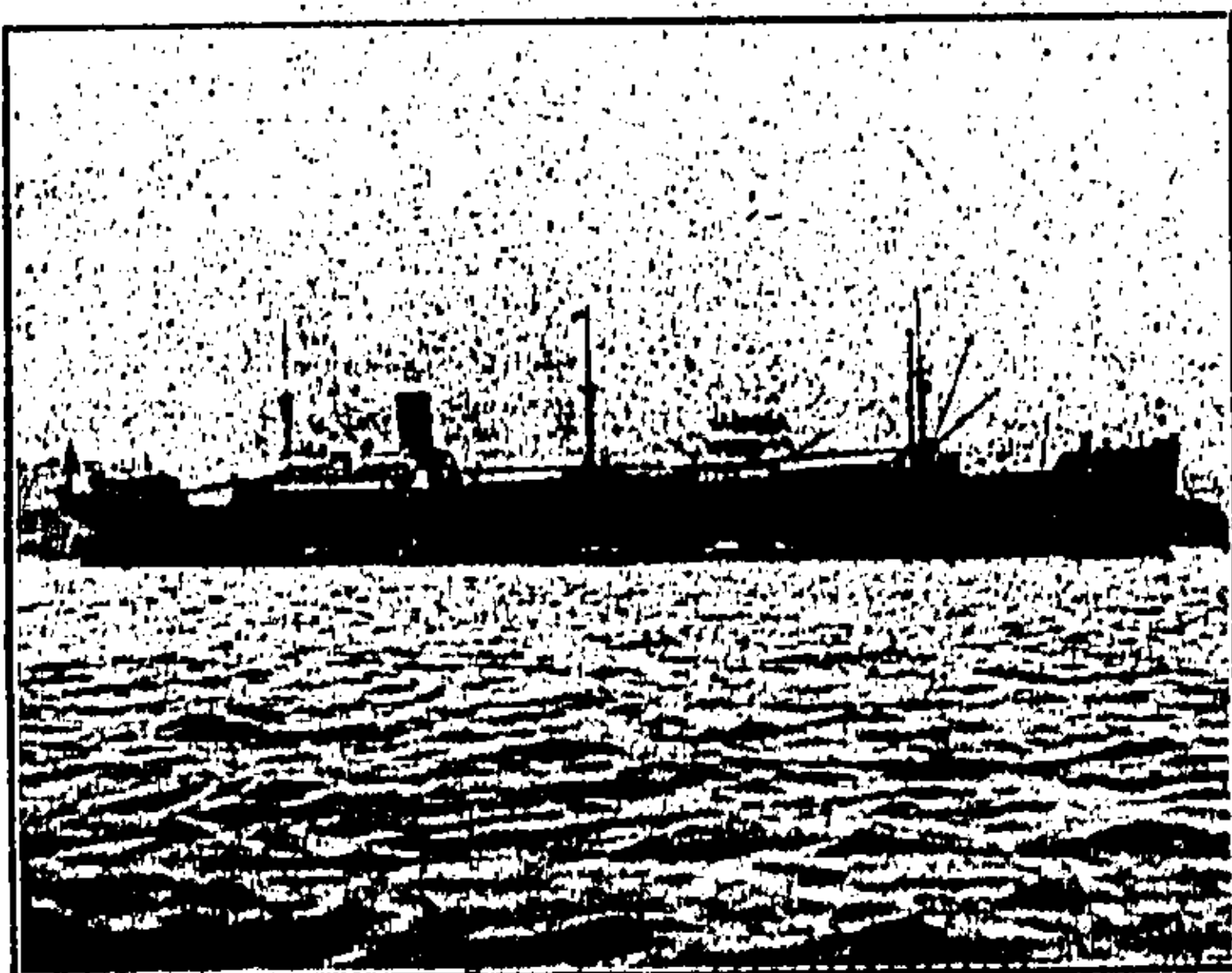
One of the elaborately decorated craft which took part in the dragon-boat races at Canton.



Mr. H. A. Nisbet, Registrar of the Supreme Court (centre seated), photographed with his staff on his retirement. (Photo: Ming Yuen).



The Queen's Theatre Symphony Orchestra, photographed recently in connexion with the pending departure of Mr. A. Grovini, the Musical Director, who leaves for home to-day.

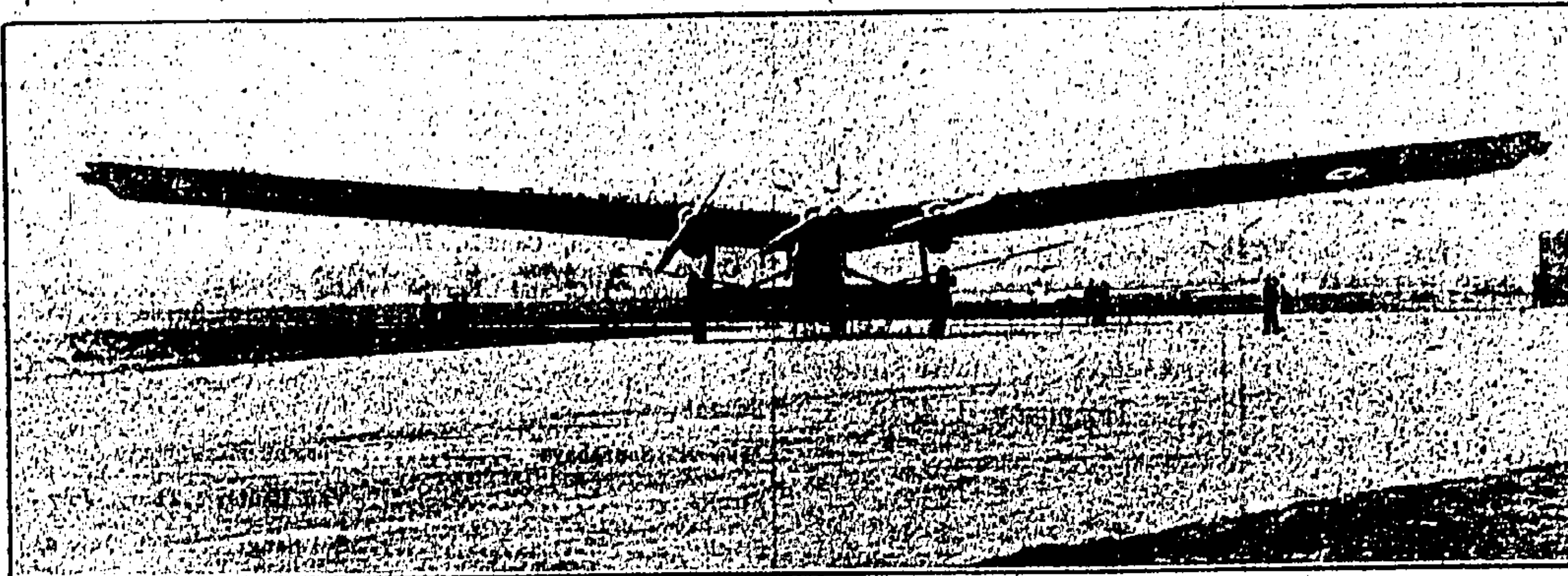


The new motor ship Greystone Castle photographed in harbour on her maiden trip to the East. (Photo: Ming Yuen).



Thirty-eight past and present Hongkong and Shanghai residents competed in a China Golf Meeting in Suffolk last month. Among the above group will be seen:—Back row: Mr. G. M.

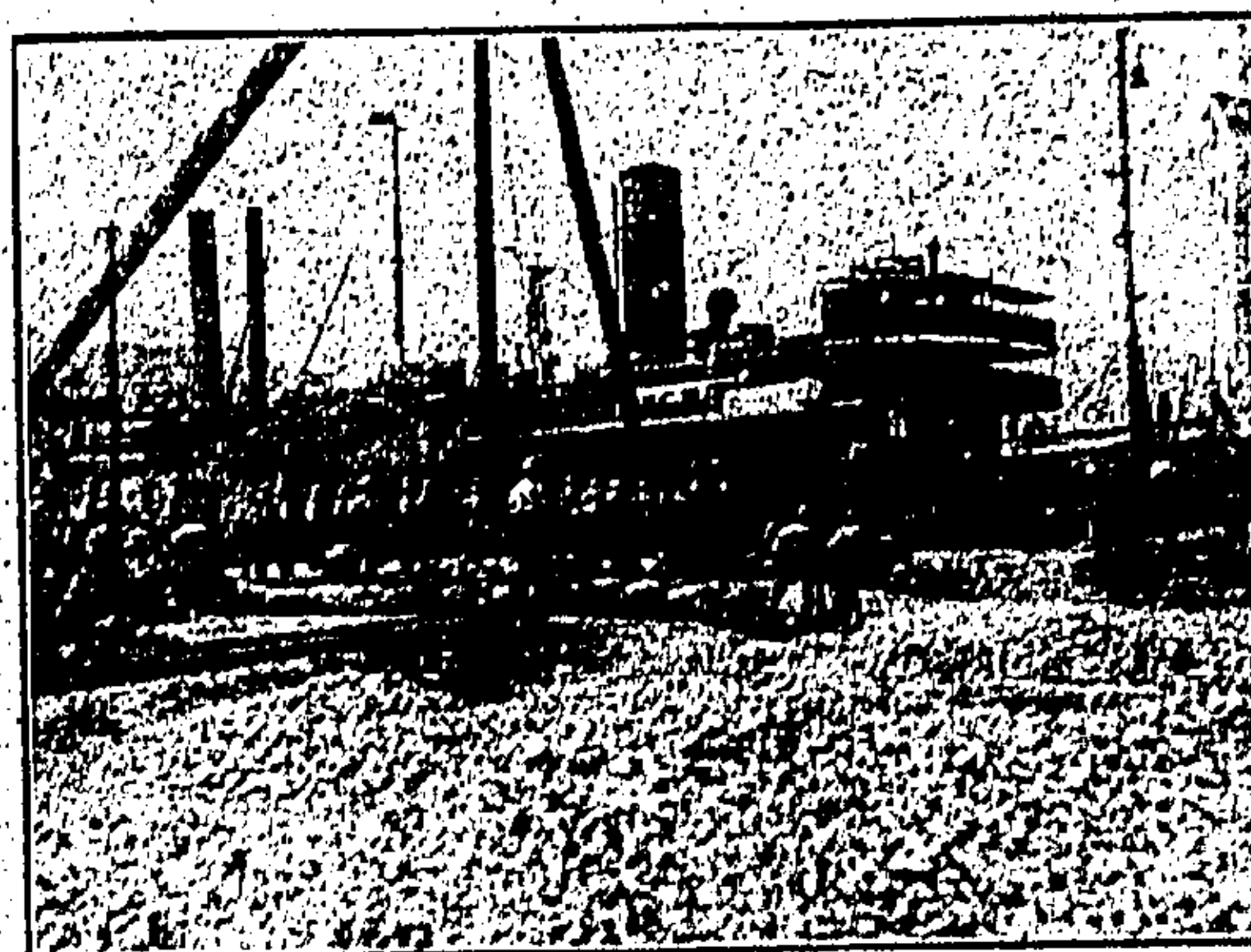
Young, Mr. C. H. P. Hay, Mr. E. V. D. Parr (former Capt. R. H. K. G. C.), Mr. A. Ritchie (former Hongkong champion); middle row: Mr. L. N. Leafe, Mr. D. Landale, Sir Newton Stabb; front row: Sir Francis Aglen, Mr. W. R. P. Thursfield, Lieut.-Col. E. D. Matthews. (Photo: Golf Illustrated.)



The world's largest all-metal monoplane, the Beardmore Intlexible. It has a wing span of 150 feet and weighs 15 tons.



Our picture shows Sir H. Cunliffe-Owen's Flotstead winning the Derby, with Flamingo second well ahead of the rest of the field.



The 2nd. Battalion of the Scots Guards going aboard the s.s. Yuensang, yesterday at Kowloon Docks, on their departure for Shanghai. (Photo: Mee Cheung.)

A new *Summit* Soft Collar

New Ties cut to make small knots adaptable for this style of collar.



Made of a fine White Pique, this new Summit is smarter and neater than the usual soft collar. It has twin tabs, flexible stiffeners and a button under the fold—the modern way of making a soft collar look smart and stay smart.

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GLAXO builds firm flesh, plenty of strong bone, and a sound constitution. It contains nothing whatever to harm baby or cause him pain. That is why if Baby is fed on Glaxo he will progress steadily day by day into happy childhood. Give your Baby Glaxo—the food doctors recommend and give to their own babies—the food that has successfully reared the children of 5 Royal Nurseries. It will make yours a bonnie Baby too.

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OUR PRICE \$8.50
CORK & RUBBER HELMETS

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NEW GOODS JUST UNPACKED INCLUDE SHIRTS, TIES, AND FANCY HALF HOSE

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TO LET—Furnished rooms in Kowloon to let five minutes from Ferry. From \$40.00 per month. Replies to Box No. 382, care of "Hongkong Telegraph."

TO LET—One office room. Apply Hazeland and Gonella, Asiatic Buildings.

TO LET—Office Rooms, 2nd floor, New Hongkong Bank Building. Apply Sang Kee, same building.

TO LET—One European FLAT Wanchai Gap Road, Hongkong. Apply to 32, Kennedy Road.

TO LET—European Flats Nos. 41 and 43, Kennedy Road. Apply Thornhill Aerated Water Factory, 154, Praya Esplanade. Phone C547.

COMMODOUS OFFICES to let in No. 7, Queen's Road Central, also two small offices in 1A, Chater Road. Apply E. D. Sassoon and Company, Ltd.

TO LET OR FOR SALE—With early possession European House on Broadwood Ridge, Happy Valley, containing six rooms with Tennis Court. Particulars. Apply Messrs. Deacons.

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Prices \$4, \$3 and \$2.

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New Advertisements.

FOURTH OF JULY.

The American Community will be at home to its friends, on WEDNESDAY, July Fourth, at Lane Crawford Lounge from 4 to 6.30 p.m.

BANK HOLIDAY.

In accordance with Ordinance No. 5 of 1912, The Exchange Banks will be closed for the transaction of public business on Monday, the 2nd July.

Hongkong, 28th June, 1928.

KOWLOON FOOTBALL CLUB.

All members and their friends are invited to the dance on 30th June commencing at 9 p.m. If inclement, a whist-drive will take place in the club house.

CHAN TONG alias CHAN TSZE U DECEASED.

late of 18B, McDonnell Road and The Dairy Farm Ice & Cold Storage Co. Ltd.,

Creditors of the above-named deceased are requested to send their claims as soon as possible to the under-signed.

JOHNSON STOKES & MASTER, Solicitors, &c., Prince's Building, Hongkong, 26th June 1928.

THE HONGKONG ELECTRIC COMPANY LIMITED.

Issue of 150,000 new ordinary shares of \$10 each, credited as fully paid up.

NOTICE is hereby given that the Register of Members of the Company will be closed from 1st July, 1928, to the 10th July, 1928, both days inclusive, during which period no Transfer of Shares can be registered.

By Order of the Board of Directors, GIBB, LIVINGSTON & CO., LTD., Agents, Hongkong, 16th June, 1928.

THE CHINA LIGHT AND POWER COMPANY (1918), LTD.

NOTICE IS HEREBY GIVEN that an Interim Dividend of Five per cent. on the paid-up Capital of the Company has been declared in respect of the financial year ending 30th September, 1928, and that such dividend will be payable on Tuesday, 7th August, 1928, on and after which date Dividend Warrants may be obtained upon application at the Head Office of the Company, St. George's Building, Hongkong.

The Transfer Books of the Company will be CLOSED from Monday, 23rd July, 1928, to Monday, 6th August, 1928, both days inclusive.

By Order of the Board of Directors, SHEWAN, TOMES & CO., General Managers, Hongkong, 25th June, 1928.

"THE PEAK FLATS"

SITUATED within Two Minutes' Walk from the Tram Station and overlooking the Southern Side of the Island. Ready for Occupation in JULY.

Five-Roomed FLATS and Six-Roomed FLATS with all Modern Conveniences, Drying Rooms and Out-houses, Two Lifts.

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ARE YOU SICK? Why Continue To Suffer. Get The Poo On Chinese Herbs and Get Well. Constipation, Rheumatism, Dropsy, Typhoid Fever, Nervousness, and Diabetes. Yee Foo Lun, Chinese Herbalist, Managing Director, Entrance 66, Queen's Road Central, Tel. C. 5009.

CHURCH NOTICES.

First Church of Christ Scientist, Macdonnell Road, below Bowen Road Tram Station. Sunday Service, 11.15 a.m. Subject, "God". Wednesday Evening Meeting at 5.30 p.m. Reading Room at above address open Tuesday and Friday, 10 a.m. to 12 noon. Monday and Thursday, 5 to 7 p.m. The Public is cordially invited to attend the services and visit the Reading Room. Branch of The Mother Church, The First Church of Christ Scientist, in Boston, Mass. U.S.A.

S. D. A. Hall—7, Duddell Street, 1st floor, Sunday night, July 1st at 8.30 p.m. Sermon given by Evangelist Meade MacGuire of Washington, D.C., U.S.A. Subject: "Why I am a Fundamentalist." Notice: The next meeting will be on July 29th.

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C.C.C. Canton No. 1 D.B.C. Nos. 112/23	1 Cask	Floor tiles "City of Bedford"	18.7.23	
S. C. C. Co. Nos. 1/6, 10/20, 1, 4/6.	12 Cases	Wood n toys "City of Durban"	21.4.23	
	21 Cases	Chinese games "City of Corinth"	16.8.23	

Notice is hereby given that unless delivery is taken before Tuesday, 3rd July, 1928, the above will be sold by Public Auction to defray storage and other charges due Holts Wharf.

THE BANK LINE, LIMITED.

Hongkong, 25th June, 1928.

REDUCED RATES FOR CARS AND BUSES.

THE HONG KONG HOTEL GARAGE beg to announce the following reduced rates on and after the 1st July next:

Small Car, 4-passenger \$3.00 per hour.
Large Car, 6-passenger \$5.00 "

Waiting Time: Half the above rates.

For Hong Kong Phone C4758
For Kowloon " K374
For Night Service in Hong Kong after 12 midnight " C4602

BUS FARE TO REPULSE BAY.

Single Tickets 40 cents.
Children under 12 years Half Rate.
Return Tickets 75 cents.
Children's Return Tickets 35 "

THE HONG KONG & SHANGHAI HOTELS, LTD.

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PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction

on WEDNESDAY,

the 4th July 1928,

at 12 o'clock Noon,

at No. 121, Des Voeux Road, West, Ground Floor,

The Goodwill, Signboard, Machinery, Rice Mills, and Accessories thereto belonging or attached, Fixtures, Furniture, Chattels and Things in and upon the premises of the Tai Yau Fung Firm of Nos. 119 and 121, Des Voeux Road, West, and

One Machine, Mill for making Waxed Rice stored in and upon the Ground Floor of No. 111, Connaught Road, West.

For Terms of Sale and Inspection Orders apply to the Undersigned.

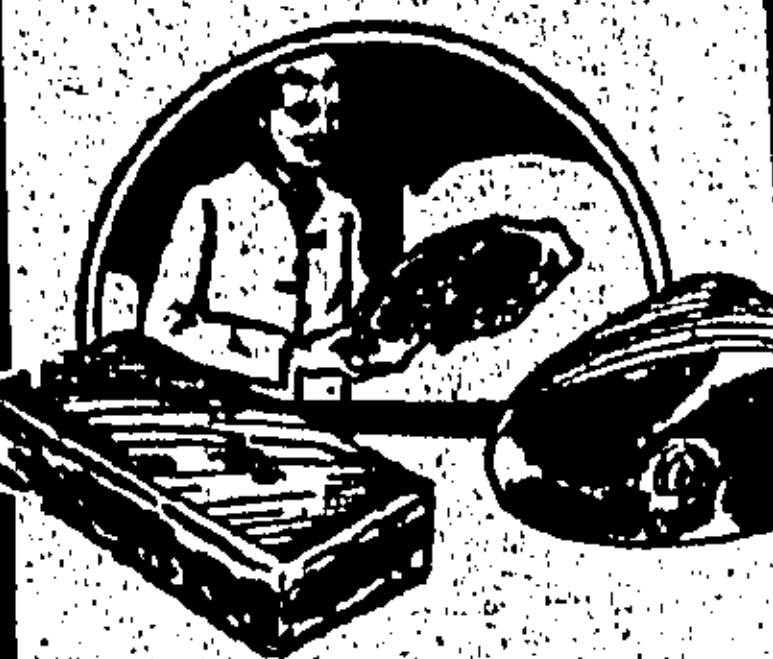
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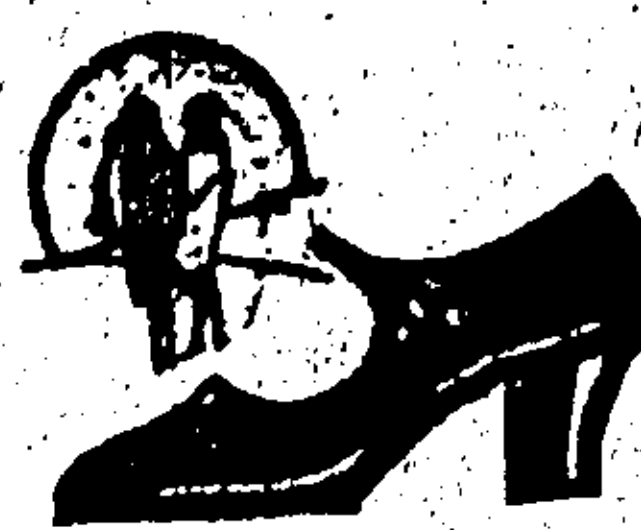
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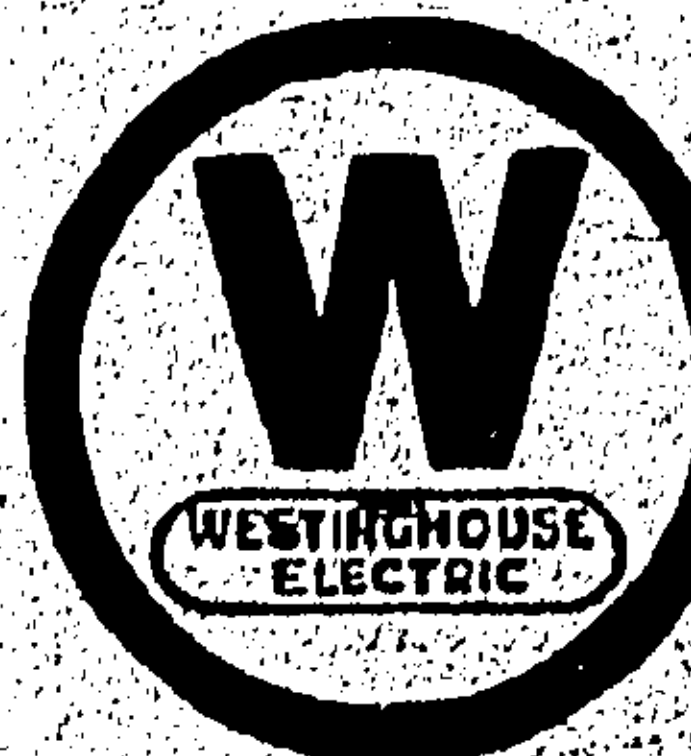
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POST OFFICE NOTICE

GENERAL HOLIDAY.

On Monday, 2nd July, the G.P.O. and Kowloon Branch will be open from 8 a.m. to noon, and the other Branch Post Offices from 8 a.m. to 9 a.m. There will be one collection from the pillar-boxes and one delivery of ordinary correspondence as on Sundays and also one delivery of registered correspondence at 9 a.m.

The Money Order Office will be entirely closed.

RADIO NOTICE.

RADIO TELEGRAPH SERVICES are now in operation as follows: Ships at Sea, Europe, American Continents, Hawaiian Islands, Dutch East Indies, Dutch Borneo, Philippine Islands, French Indo-China, Province of Yunnan, British North Borneo, Siam, Canton, Swatow, Kowloon, Port Bayard, Tchekam, Holchow, Amoy and Foochow, etc.

It is notified for information that the via Wireless rate to EUROPE has been reduced to \$1.00 per word. The rate to the Dutch East Indies has been reduced from \$1.00 to 90 cents per word as from April 25th, 1928.

Rates and further particulars on application to the RADIO COUNTESS, 1st Floor, Government Building.

Telegraphic Addresses—Persons and firms having correspondents in the places named above should in order to avoid delay to telegrams received by radio register their telegraphic addresses immediately.

A direct service to Yunnan Province was opened 20th April, 1928. The inclusive charge will be 60 cents per word; no charge will be collected from the addressee in Yunnan. The service is, however, liable to interruption owing to atmosphere disturbances and messages are accepted at sender's risk.

Commencing 12th June the radio telegraphic rate between Hongkong and Canton was reduced to 20 cents (Hongkong currency) per word. No charges will be payable by addressee at either end.

Dutiable articles forwarded by letter post to Great Britain are liable to confiscation by the Customs. Such articles should be forwarded by parcel post only.

Letters and postcards for Europe and the British Isles are forwarded via Siberia if so superscribed.

The Public are reminded that the 1 cent rate for circulars for addresses in the Colony or Weihaiwei applies only when such circulars are posted in batches of not less than ten of uniform size and weight, by being delivered to an officer of the Post Office.

INWARD MAILS.

From	Per	Date
Japan and Shanghai	Haruna Maru	June 30.
Shanghai	Novara	June 30.
U.S.A., Honolulu, Japan and S'hai	Pres. Polk	June 30.
Shanghai	Sinkiang	July 1.
Manila	Empress of Russia	July 1.
U.S.A., Honolulu, Japan and S'hai	Pres. McKinley	July 1.
Manila	Pres. Taft	July 1.
Shanghai and Amoy	Chonan	July 2.
Europe via Mesopotamia, papers only	Antiochus	July 2.
London 31st May	Sphinx	July 3.
Japan and Shanghai	Shinyo Maru	July 3.
U.S.A., Honolulu, Japan and S'hai	Paul Lecat	July 3.
Saloon	Rockang	July 5.
Straits	Khyber	July 6.
Japan and Shanghai	Empress of Asia	July 9.
Canada, U.S.A., Japan and Shanghai	Arctura	July 9.
Australia and Manila	OUTWARD MAILS.	

Per Tonkin Sat. June 30, 1.30 p.m.
Shanghai and Europe via Siberia Sat. June 30, 2.30 p.m.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt and Marselles Sat. June 30, 3.30 p.m.

Registration 1 p.m.
Letters 3 p.m.
G.P.O.
Registration 2.45 p.m.
Letters 3.30 p.m.
(Due Marselles 30th July.)

Bangkok Hero Sat. June 30, 3.30 p.m.
Amoy Kwangtung Sat. June 30, 5 p.m.
Manila Pres. Polk Sat. June 30, 5 p.m.
Swatow, Amoy and Formosa Hagan Maru Sun. July 1, 9 a.m.
Bangkok via Swatow Kiangchow Sun. July 1, 9 a.m.

Manila and parcels for Germany via Saarbrücken Mon. July 2, 8.30 a.m.
Hamburg Mon. July 2, 9 a.m.
Saloon and South Africa Mon. July 2, 9 a.m.
Amoy Sinkiang Mon. July 2, 9 a.m.
Bangkok Kiangchow Mon. June 2, 9 a.m.

Shanghai, Japan, Honolulu, U.S.A., Canada, C. & S. America and Europe via San Francisco and Europe via Siberia Pres. Taft Mon. July 2, 10 a.m.
Parcels 11.15 a.m.
Registration Noon.
(Due San Francisco 25th July.)
Hydrangea Mon. July 2, noon.

Swatow, Amoy and Foochow Sat. July 3, 1.30 p.m.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt and Europe via Marselles Sphinx Tues. July 3, 1.30 p.m.

Registration 10 a.m.
Letters 10 a.m.
G.P.O.
Registration 11.45 a.m.
Letters 12.30 p.m.
(Due Marselles 4th August.)

Shanghai and Japan Paul Lecat Tues. July 3, 12.30 p.m.
Straits and Calcutta Kiangchow Tues. July 3, 12.30 p.m.
Letters 1 p.m.

Swatow, Amoy and Foochow Hal Ning Tues. July 3, 2.00 p.m.
Manila Pres. McKinley Tues. July 3, 4.30 p.m.

Shanghai, Japan, Canada, U.S.A., C. & S. America and Europe via Vancouver, B.C. and Europe via Siberia Empress of Russia Wed. July 4, 9.15 a.m.
Registration 10 a.m.
(Due Vancouver B.C. 31st July.)

Swatow Kwa Sang Wed. July 4, 10 a.m.
Manila Wed. July 4, 2.30 p.m.
Java via Sourabaya Tialak Wed. July 4, 2.30 p.m.

Holchow, Pakhol and Haiphong Tean Thurs. July 5, 10 a.m.
Straits Van Heutsz Thurs. July 5, 10 a.m.
Amoy Fookang Thurs. July 5, 10 a.m.

Straits Sui Sang Fri. July 6, 1.30 p.m.
Swatow, Amoy and Foochow Haiching Fri. July 6, 2 p.m.

Straits, Ceylon, India, Mauritius, East and South Africa, Aden, Egypt and Europe via Marselles Khyber Sat. July 7, 1.30 p.m.

Parcels July 6, 4.30 p.m.
Registration July 7, 9 a.m.
Letters 10 a.m.
G.P.O.
Parcels July 6, 5 p.m.
Registration July 7, 9.45 a.m.
Letters 10.30 a.m.
(Due Marselles 6th August.)

Swatow, Amoy and Foochow Haiching Tues. July 10, 8 p.m.
Manila Emp. of Asia Tues. July 10, 8.30 p.m.

Straits, Ceylon, India, Mauritius, East and South Africa, Egypt, and Europe via Marselles Hector Tues. July 11, 1.30 p.m.

Registration 9 a.m.
Letters 10 a.m.
G.P.O.
Registration 9.45 a.m.
Letters 10.30 a.m.
(Due Marselles 8th August.)

Swatow Fookang Wed. July 11, 10 a.m.
Correspondence bearing vessel's name only.

VILLAGE COLLEGE.

The first of these is being built at Sawston, at a cost of \$14,000 towards which the Carnegie trustees have subscribed \$5,500.

A \$14,000 EXPERIMENT IN RURAL EDUCATION.

In the June number of "Land News" there is an account of the remarkable experiment in rural education which is being tried in Cambridgeshire.

Mr. Henry Morris, the education secretary for the county, has conceived the idea of "The Village College" open to country folk between the ages of 10 and 20.

It will contain a village hall and a library and there will be a special department for agricultural education. This will have laboratory equipment and demonstration crops have been arranged for on neighbouring farms.

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THE GENERAL ELECTION IN GERMANY

SET-BACK FOR BOURGEOIS PARTIES.

Regarded from the standpoint of the German bourgeoisie, the elections to the German Reichstag which took place on 20th. of May are very significant and anything but agreeable.

Of all the big bourgeois parties only one, namely, the Economic Party founded a few years ago, has met with any success; nor is even this success a very welcome matter, for the party is composed of such heterogeneous elements that, when it comes to voting on important questions, it falls to pieces; hence, as a very unreliable political factor, it constitutes a source of danger to any government.

Notwithstanding an extension of the elections, the old bourgeois parties which, under one name or another, have existed from pre-war days, experienced losses. The German National Party, hitherto the largest of the bourgeois parties, suffered the severest defeat; counting in the Agricultural League (Landbund), it has lost 25 per cent. of its seats; taken alone, its loss totals 32 per cent. as compared with the seats held in the last Reichstag. The losses of the Democrats amount to 22 per cent. and of the German People's Party and the Centre 10 per cent. The victors in the campaign are the Social Democrats, who have obtained 20 per cent. more seats than they had, and the Communists—obedient to Moscow—whose gains represent an increase of 38 per cent.

"Splinter" Parties.

It must also be remembered that hundreds of thousands of votes have been squandered on the "splinter" parties demanding higher revaluation on behalf of those injured by the inflation, and that these votes might, at a future election, benefit the socialists and communists. Impoverished, disappointed and politically undisciplined, these scattered voters might easily fall a prey to the allurements of radical socialism.

The bourgeoisie still forms the majority, but it is divided against itself and is in danger of dwindling into a minority. How is this danger to be met? A consolidation of the bourgeoisie, i.e. a parliamentary coalition of the parties stretching from the German Nationalists to the Democrats, is impossible so long as there exists, between these two parties, an antipathy which often degenerates into personal hatred. Both parties must readjust themselves; the German Nationalists must wheel somewhat to the left, the Democrats to the right.

Conservation.

The German Nationalists must learn to see that 20th. Century Conservatism cannot put back the clock—cannot reinstate things as they were a hundred years ago, or even 50 years ago; nay, that affairs are different now from what they were even just before the war. The German Conservatives should, indeed, learn what the English Conservatives learned long ago, namely, that it is vain to waste one's energies in endeavouring to regain lost positions. Instead of devoting them to the defence of those still held; this is, indeed, essential, not only to their own interests, but also to those of the whole state. A German Conservative or nationalist party—the name is of no consequence which acted as a salutary check upon the impetuosity of the radicals would save their country from internal disruption, strengthen its diplomatic footing and enhance its moral credit.

Vital Interests.

In the National Assembly elected in January, 1919, the Democrats formed the most powerful bourgeois party; subsequently, they lost more than two-thirds of their seats; and the recent elections prove that this retrogressive movement has not yet come to a standstill. The reason doubtless that many former supporters are dissatisfied with a certain tendency to doctrinism in the party and still more with the complacency shown towards the Social Democrats. Now the Social Democrats enjoy the confidence of almost one-third of the electorate; hence it is obviously impossible to exclude them from all participation in the government as demanded by the German Nationalists; nevertheless, the view of the Democrats, that the Social Democrats can be governed without the Social Democrats is equally mistaken. When, for instance, the Social Democrats put forward socialist demands whose fulfilment would necessarily involve the disruption of the State finance or the ruin of the country's economy, the bourgeois must form a solid

DR. DOROTHY LOGAN CENSURED.

NAME NOT ERASED FROM MEDICAL REGISTER.

Sir Donald Macallister, the President, at a meeting of the General Medical Council, has announced the decision of that body concerning the case of Dr. Dorothy Logan, who appeared before them in connection with the Channel swim hoax.

The Council has decided not to erase Dr. Logan's name from the Medical Register.

The charge against her was framed on the police conviction and fine of £100, following her claim that she had swum the English Channel, without having done so, with the declared object of exposing the possibility of establishing unreliable athletic records.

The circumstances of the conviction were laid before the Council by Mr. Charles Harper, solicitor to the Council.

Dr. Logan defended herself, and the Council, after a two hours' session, through the President, gave their decision.

Words of Warning.

The Council, he remarked, had very carefully and seriously considered the conviction which had been recorded against Dr. Logan, and it had been proved to their satisfaction—a conviction for an offence against the Perjury Act, which was of a very serious character.

They had also taken into account the explanations that Dr. Logan had offered by way of mitigation of that offence, and they desired him to say that they had formed the opinion that Dr. Logan at the time, and perhaps even subsequently, had been imperfectly realising the responsibility which rested upon every citizen, and in a special degree upon a member of an honourable profession like that of the medical practitioner, to refrain from appending their signature to any statement for which they could not vouch for the contents being true.

The Council had, however, come to the conclusion that perhaps the punishment to which Dr. Logan had already been subjected, and the proceedings of that day, might have enabled her to realise afresh and more fully the responsibilities which rested upon her. And, believing that in time to come she would never purport to attest anything which she knew to be untrue, and that her conduct henceforth would be worthy of the profession, they had decided not to erase her name from the Medical Register.

front in defence of the nation's vital interests.

Threat to Bourgeois.

But the greater the number of the seats held by the Social Democrats the greater their power, and the greater their power the greater the danger of their demanding the impracticable. In the new Reichstag the so-called "great coalition" may prove feasible, i.e. the coalition whose wings are the German People's Party and the Social Democrats. But if a later election should return the Social Democrats and the Communists in a combined majority, the Socialists would be in a position to threaten the bourgeois parties that, unless they complied with the Socialists' demands, they themselves would form a coalition government with the Communists; and they could be deterred from putting these threats into execution only by a united bourgeoisie.

Such a possibility is not, by any means, a mere chimera of a nebulous future. Consequently, it is high time that the bourgeois parties prepared to meet it; and, to this end, the German Nationalists and the Democrats should lose no time in settling about their own inner readjustment.

Seen from the standpoint of home politics, this is the lesson to be learned from the anything but satisfactory results of the general elections; if this lesson is taken to heart, that election will prove salutary to Germany and will, in the end, strengthen her position.

Stresemann's Triumph.

As regards the foreign affairs of the country, those results may be estimated much more optimistically. The electorate has enclosed the efforts made by the Foreign Minister, Dr. Stresemann, to procure for Germany, by means of an honourable understanding, a position appropriate to her capacities and achievements. An example to the point is the following. In one of the three large constituencies of the Free State of Saxony, the leaders of the German Nationalist party thought to make a clever move by nominating, in place of the moderate number, a candidate who is an absolutely fanatical opponent of Dr. Stresemann's policy of understanding and who makes no secret what eyes he has on Saxony. Now, just in this very State, the German Nationalists have suffered a most crushing defeat. Whereas, in Germany as a whole, they have lost not quite one-third of their former total of votes and seats, the votes recorded for them in the

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three Saxon constituencies have receded from 547,000 to 250,000, i.e. by 53 per cent. Thus, the opposition to Dr. Stresemann's policy proclaimed by their principal candidate in Saxony has not merely failed to bring them any advantage, but has caused them a very severe defeat. No better proof could be desired of the fact that the great majority of the German people fully approve of the policy of maintaining an honourable peace on the lines followed by their present minister of foreign affairs.

It doesn't really matter



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THE CREED OF MR. SHAW.

"WOMAN'S GUIDE TO SOCIALISM."

PLAYWRIGHT EARNEST

A lady, it seems, asked Mr. Bernard Shaw to write her a letter explaining Socialism. In response, he wrote a book of nearly 500 close-set pages—"The Intelligent Woman's Guide to Socialism and Capitalism."

It was indeed a princely gesture; for, as Mr. Shaw has explained elsewhere, his book contains the equivalent of twelve of his plays, the writing of which would have been for him more profitable and entertaining.

Whether the Intelligent Woman will read this Guide to Socialism with the serious attention which it deserves is a question which Mr. Shaw has possibly not stopped to ask himself.

One Thing Needful.

But it is evident that the world has done Mr. Shaw notorious wrong. It has suspected him of mockery and scepticism; when this book clearly proves that his failing is rather a simple faith which much more than atones for his lack of Norman blood.

He has a complete politico-economic creed, thought out, so to say, to the last gaiter-button. He calls it Socialism; but it is rather his own particular brand of Socialism. It would better be labelled "Shavianism," and it is founded on one fundamental article—that the burden and the mystery of all this unintelligible world is to be lifted by paying everyone the same salary.

Who will venture to call Mr. Shaw a sceptic now? Who among the devout and orthodox ever manifested a more astounding credulity. The world is to adopt as a solemn counsel of perfection the plan of Gilbert's King, who lived "in the wonder-working days of old," and who, to correct the world's inequalities, "to the top of every tree promoted everybody."

As Mr. William Archer often persisted, his friend Shaw could prove anything; and it would be pointless as well as dangerous to provoke a dialectical encounter with him. The only prudent course is to respect his obviously sincere, if pathetic conviction that an equalisation of income is the key to political and economic salvation. Let us in relation to Mr. Shaw's natural piety, obey the spirit of the injunction, "Leave thou thy sister when she prays."

Illusions.

The objections to this basic assumption of Mr. Shaw's leap to the lips; but why elaborate them? They cannot prevail against faith. Mr. Shaw has hitherto stood as the arch-enemy of illusion. It is a little disturbing to find him appearing as the arch-victim of the enemy with which he wrestled.

But the soundness or unsoundness of Mr. Shaw's theories is what, oddly enough, matters least in this book, for the Intelligent Woman or any other reader. Its interest and value is that, like one of the prefaces to Mr. Shaw's plays, it provides him with an opportunity of allowing his indefatigable wit to play round an immense range of topics occupying the public mind to-day.

Simple justice to Mr. Shaw demands the admission that he shirks no difficulty. His answers may not satisfy, but he takes no refuge in ambiguity or reticence. His chapters, for instance, on Socialism and Marriage, Socialism and Children, and Socialism and the Churches, are such as might be expected from the author of "Fanny's First Play," but they will make nobody squirm in his seat more than a Socialist like, say, Mr. Arthur Henderson.

Though Mr. Shaw predicts such a transformation of society as will neatly divide the sum of the national wealth by the number of the population, it is comforting to know that he is, with Mr. Sidney Webb, an apostle of "the inevitability of gradualness." He is no revolutionary. A civil war, he recognises, would only be an interruption of the march of progress, and in the meantime the possessing classes may quieten their consciences. Says Mr. Shaw:

Should you become a convert to Socialism, you will not be committed to any change in your private life, nor, indeed, will you find yourself able to make any change that would be of the smallest use in that direction. The discussions in the papers as to whether a Socialist Prime Minister should keep a motor-car, or a Socialist playwright receive fees, or a Socialist landlord, and capitalists charge rent for their land or interest on their capital, or a Socialist of any sort refrain from selling all that she has and giving it to the poor (quite the most mischievous thing she could possibly do with it) are all disgraceful displays of ignorance not only of

"RED" GOLD FOR INDIA.

MONEY USED FOR STRIKES.

SIMLA'S APATHY.

Calcutta, June 8.

Further evidence of the keen Bolshevist interest in the Calcutta railway strike is supplied by a letter published in the Calcutta Statesman, giving details of the receipt by Mitra, the Communist strike leader, of £700 from Moscow through the local branch of an English bank.

It adds that nine-tenths of the total income of the Indian Trade Union Congress last year came from Moscow. The Statesman confesses itself puzzled as to the policy of the Indian Government, which expels Russian music-hall artists from India on the ground that Russia is an unfriendly Power, but permits Russia to remit money through British bankers to foment agitation.

The attitude of the East Indian Railway authorities, who have throughout refused to be coerced by threats from agitators, received the official seal yesterday in a communique from Simla, which announced that the refusal to accede to the strikers' demands had the Government's complete authority and approval. Neither the Government nor the Railway Board are prepared to authorise any concession as an inducement to resume work.

Meanwhile, the strike situation is unchanged. The whole of Tata's great iron and steel works at Jamshedpur are now idle, and the directors have decided completely to close down until the strike spasms pass. The whole trouble here is traceable to one man, a Parsee lawyer, who ousted the recognised leaders, who condemn the strike. He carried a fiery torch of revolt through the workshops, and as a result the whole industry is at a standstill without reason.

Agitators, moreover, are hard at work spreading unchecked disaffection in the jute mills.

RUSSIAN GRAIN HOARDS.

Stalin's New Menace to Rich Peasants.

Riga, June 2.

A statement on the present grain difficulties has been published by Stalin in the Soviet Press. Stalin declares that the Government is determined at all costs to concentrate on the "collective agriculture system." This system was tried at the beginning of the Revolution, and better results are hoped for now.

Stalin denounces as "un-Leninist" the opinions current in certain Russian circles that the Government should cease from prosecuting Kulak (well-to-do-peasants), thus obtaining grain for export. The present conditions were the result of the change from large units to small holdings, and the peasants marketed little over 11 per cent. of the harvest.

Stalin concluded by saying that after three or four years collective farming was bound to yield a considerable amount of grain for export.

ANOTHER WOMAN WINS NEWDIGATE PRIZE.

UNDERGRAD FROM CONVENT WHO IS "VERY KEEN."

The Newdigate Prize at Oxford has again been won by a woman student and a member of Lady Margaret Hall—Miss Angela M. F. Cave.

Unlike last year's winner, who said she entered the competition for a joke, Miss Cave told a Press representative that she took her verse writing very seriously, and "was very keen on writing poetry."

Miss Cave went to Oxford three years ago from the Convent of the Cross, Boston Park, Bourne-mouth. The subject of the competition was "The Mermaid Cavern."

Socialism but of common civilisation.

"Whosoever Wishes—"

But this admission implies no abatement of the Quilicque Yult of Shavianism, which is thus stated: "The rule that subsistence comes first and virtue afterwards is as old as Aristotle and as new as this book. The Communism of Christ, of Plato, and of the great religious orders, all take equality in material substance for granted as the first conditions of establishing the Kingdom of Heaven on earth."

Whoever has reached this conclusion, by whatever path, is a Socialist, and whoever has not reached it is no Socialist, though he or she may profess Socialism or Communism in passionate harangues from one end of the country to the other, and even suffer martyrdom for it.

Mr. Shaw's book may become to Socialists what Brigham Young's was to Mormons, or Mrs. Eddy's to the Christian Scientists. For all Intelligent Women and Men it will be a monument of vigorous and witty dialectic, and a rod to chasten and improve the jargonmongers who have hitherto made economics so much their peculiar preserve.



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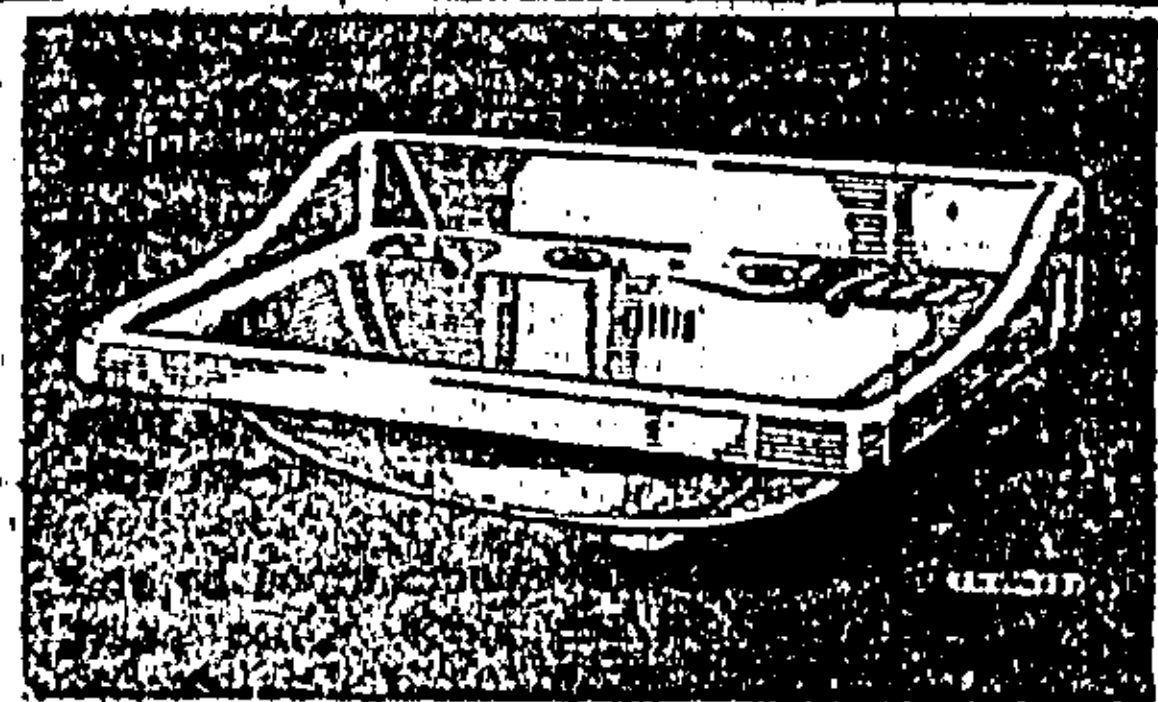
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FIBRE BOARD CARTONS
the modern and economical containers for all classes of merchandise.
ACME STEEL STRAPS
a fast and efficient method of re-inforcing fibre boxes, crates, bales,
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more easily driven and greater holding power.
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Agents.
Fibreboard Products Co., of San Francisco.
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SALE OF JEWELLERY, WATCHES, FANCY GOODS, ETC.

at a
SACRIFICE

We are removing from our present premises
(opposite main entrance of the Hongkong Hotel)
and have to sell the entire stock.

No reasonable offer refused.

Sale commences on 1st June, 1928.

SENNET FRERES, China Building,
Pedder Street.

FOREIGN TILES FOR FINCHLEY.

COUNCIL'S PROTEST TO THE HEALTH MINISTER.

The Finchley Urban District Council, in considering a scheme for the erection of 54 houses in their area, proposed that British tiles should be substituted for foreign tiles, as originally specified.

The Council accordingly asked the Ministry of Health to sanction the necessary modification of the scheme.

At a meeting of the Council recently the following letter was read from the Ministry of Health: "With reference to the proposal of substituting British tiles for foreign tiles in the construction of 54 houses to be erected in Summer-lane, Finchley, the Ministry of Health does not gather that the Council has any reason to suppose that the tiles asked for in the specifications will not prove satisfactory."

"On the information before him he does not feel that any case has been shown to justify the issue of sanction to further expenditure representing approximately the cost of the provision of an additional house. He will, however, be prepared to give consideration to any further representations which the Council wish to make on the matter."

Councillor Syrett said that he was sure that every member of the Council would be disappointed with the reply of the Ministry. Foreign tiles were not nearly so satisfactory as English tiles.

BABES IN THE WOOD.

TWO CHILDREN KILLED AND BURIED.

Two children were recently found strangled in a thick wood known as Sandraw Plantation, near Aspatria, Cumberland.

A boy aged about five, and a girl aged about three, the children had been engaged and bound and covered with thorns and dried grass.

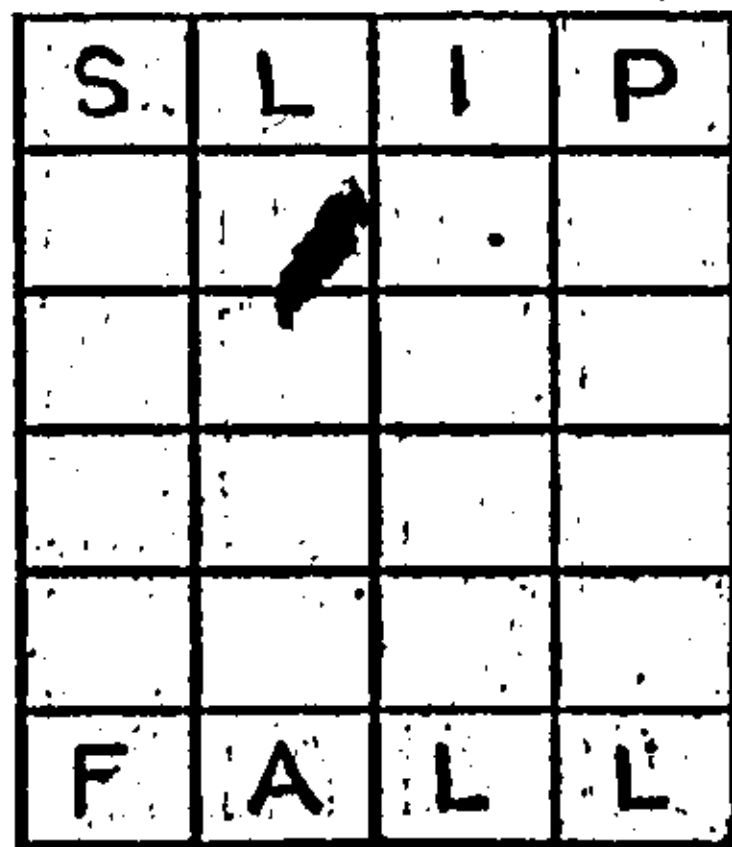
Strangers to the neighbourhood, the children were seen in the district on a Friday with a woman. Later, it is said, a woman was seen leaving the wood, and two men who made a search found the bodies.

Apparently the children had been strangled with strips of underclothing.

A woman named Phyllis Wood, aged 27, the children's mother, was afterwards detained by the police.

LETTER GOLF.

If you SLIP, you're awfully close to a FALL! Especially in letter golf, for par is a mere five.



change one word to another and do it in par, a given number of strokes. Thus to change COW to HEN, in three strokes, COW, HOW, HEW, HEN.

2—You can change only one letter at a time.

3—You must have a complete word, of common usage, for each jump. Slang words and abbreviations don't count.

4—The order of letters cannot be changed.

One solution is printed on another page of this issue.

CINEMA NOTES.

FINAL SHOWINGS TO-DAY.

Showing in Hongkong for the last time to-day, at the Queen's Theatre, "Twelve Miles Out," John Gilbert's big picture, is a vivid drama of adventure on the high seas in which Gilbert is seen as the nemesis of a ruler of a smuggling gang, headed by Ernest Torrence. Joan Crawford plays the heroine and is well supported by Elsie Ferguson, Tom O'Brien, Owen Lee and many others of note. An exciting sea race between revenue officers and smugglers, a spectacular night club scene and Gilbert's himself in many thrilling episodes are the highlights of the picture, which is said to be the star's finest production since "The Big Parade."

Miss Cherie Valentia and Miss Tomasta Birdwell, the clever juvenile eccentric dancers will appear at the 9.20 p.m. performance.

World Theatre.

John Barrymore's romantic picture, "The Beloved Rogue," will have its final screenings to-day at the World Theatre. The story is woven around the adventures of Francois Villon, famed poet of fifteenth century France. Dramatic moments follow each other in such rapid succession that the production affords a continual series of thrills, building up to a surprising climax. The settings of the picture are lavish while the supporting cast is all that could be desired.

Star Theatre.

"The Canadian," Somerset Maugham's well known story of life in wide open spaces of Alberta, will also be shown to-day for the last time at the Star Theatre. Thomas Meighan is the leading player and others appearing in the cast are, Mona Palma, Dale Fuller and William Standing.

"ROOKIES."

BIG COMEDY FOR THE QUEEN'S.

If you want to laugh and thrill alternately, a good place to do both will be at the Queen's Theatre tomorrow, where "Rookies," a Metro-Goldwyn-Mayer comedy will be shown, according to a special advertisement in this issue. The picture, which was made with the co-operation of the American government, is laid against a background of life at a military training camp.

Karl Dane, one of the heroes of "The Big Parade," has the role of a rough-diamond sergeant, and George K. Arthur, famous as a film comedian, is seen as the greenest of recruits. Complications arise when both fall in love with a beautiful girl, a part played by Marceline Day. Louise Lorraine, Tom O'Brien and Frank Currier have prominent roles in the picture which is said to be one of Director Sam Wood's most thrilling comedies. It is an original story from the pen of Byron Morgan, author of many pictures which combine first class comedy with plenty of thrills. "Rookies" will be the chief attraction until Tuesday.

DEAD BROTHERS IN BUNGALOW.

HANGING TRAGEDY REVEALS ELDER MAN'S DEATH.

Two brothers, one aged 70 and the other 61, were found dead in their bungalow at North Ascot recently.

The elder brother, Henry William Weller, had not been seen for a fortnight.

His younger brother, Sydney, had said that Henry had gone to see his married daughter.

The younger brother was found hanging, and it was then discovered that Henry had been lying dead during the time that his brother had said he was away.

Henry's death is believed to have been due to natural causes.

It is thought that the younger man was frightened because his brother had died without a doctor being called.

MAKING THE BAKERS TELL.

FOOD COUNCIL GETS MORE INFORMATION.

The Government's ultimatum to bakers who had refused to supply the Food Council with information has already had some effect.

Mr. Baldwin stated in the House of Commons that unless traders gave information voluntarily the Food Council would be given power to examine them on oath.

Since then the Food Council has acquired most of the information it requires on bread prices.

One provincial bakers' association, which had previously failed to reply to the questions addressed to it by the Food Council, has now answered them all.

Another association, which is stated to have totally ignored the Council's demands in the past, has now notified the council that it is calling a meeting of its members at an early date for the purpose of considering these demands.

Time Limit. In some cases a time limit has been set by the Food Council for the provision of the information required. In no case does this time limit expire until the middle of this month.

In other cases the Food Council, without fixing any date, has asked for a definite undertaking that the information they require will be supplied.

It is probable that unless there has been a satisfactory response to the Council's quest for information by the end of this month they will ask the Government to fulfil its promise to obtain evidence by means of a resolution under the Tribunals of Inquiry (Evidence) Act.

Such a course would enable the Council not only to examine traders themselves but also to examine their books.

DEATH SHOTS AT DINNER.

'CORSIKAN BROTHERS' IN REAL LIFE.

A real-life tragedy of "Corsican Brothers" and others is reported from Ajaccio, the capital of Napoleon's island.

"Vendetta" is the word applied locally to the crime.

A family called Mancini lived in the hamlet of Lava, about eight miles from Ajaccio.

As they sat at dinner several rifle shots were fired through the window. The father, aged 50, and two sons, aged 23 and 24, were killed.

Another son fled, and has not been seen since. It is believed that the third Mancini son was mortally wounded and ran into the woods to die.

Younger children and the wives of the dead Mancinis were not hit; but two of the womenfolk were so affected by the tragedy that they became demented.

Murderer's Escape. By the time a neighbour had informed the gendarmes, the murderer had taken refuge on the moors, which are thick with bramble and whin, scrub and shrub.

In previous reports of bandit operations in this district it has been stated that the Mancinis were related to the notorious bandit Romanetti, who was shot dead two years ago, not far from the scene of the latest tragedy.

Before Romanetti was shot he had suspected some of his followers of treachery.

Gendarmes, who had been hunting him, said "he was killed by his friends."

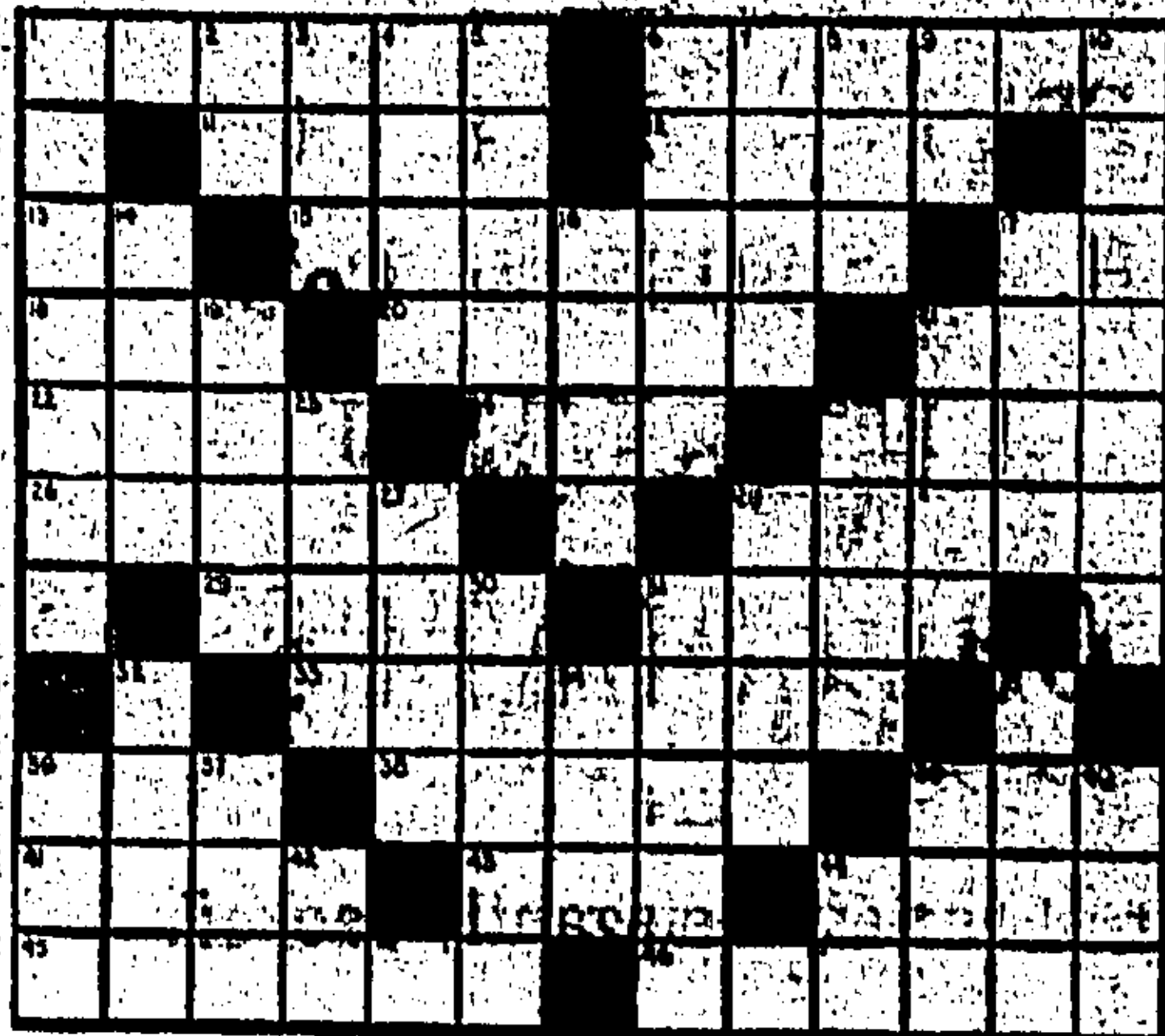
WETTEST VILLAGE RUNS DRY.

LAKELAND'S URGENT NEED OF RAIN.

Seathwaite, Cumberland, (at the head of Borrowdale), the wettest place in England, was in want of water at the beginning of the month.

With an average rainfall of 180

OUR CROSSWORD PUZZLE.



Horizontal.

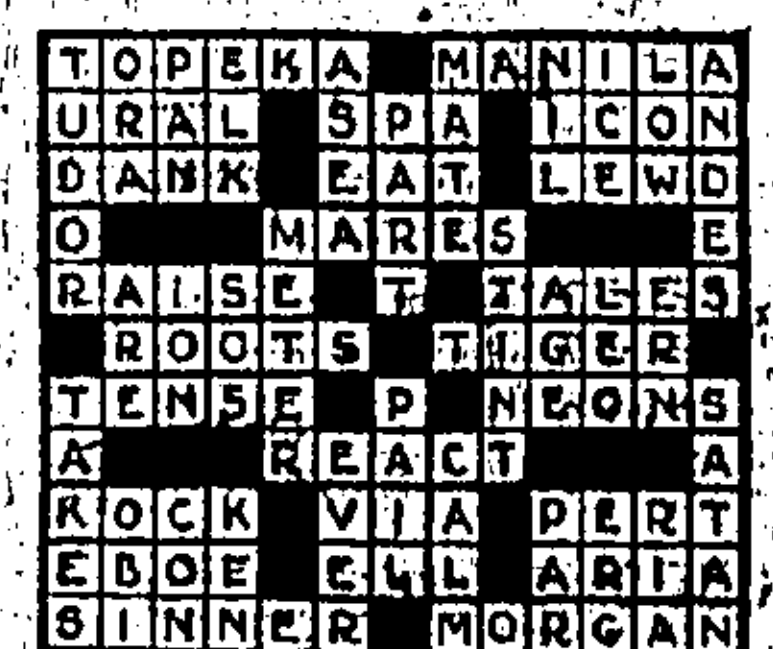
- Which American city bears the nickname, the "Puritan City"?
- What title did the successors of Mohammed use?
- Breaker.
- Sour.
- Abbreviation for "railroad."
- Plundered.
- Upon.
- To nod.
- Starting bar.
- The affirmative side.
- Opposite of awesome.
- Scarlet.
- A person whose native tongue is a Slavic language.
- Approaches.
- What large aquatic mammal is caught for its oil?
- Governing of a building.
- Chairs.
- Commenced.
- Indian tribe found in Oklahoma.
- Stiff.
- To sup.
- Wise.
- Bird similar to the ostrich.
- Hodgepodge.
- Which is the most important river in England?
- In what country is Vera Cruz?

Vertical.

- Who was called the "Plant Wizard"?
- Point of compass.
- Sailor.
- Egg-shaped.
- At no time.
- Implicated.
- Maple tree.
- Cover.

- Hypothetical structural unit.
- In what city is Dartmouth College?
- Part in a drama.
- To affirm.
- Verbal.
- To last under use.
- Plot of ground.
- God of love.
- Fish.
- Drunkards.
- Seven days.
- What are the three goddesses, Clotho, Lachesis and Atropos called?
- To thrum.
- In what state is the Mormon settlement?
- Battering machine.
- Secular.
- Hope kiln (variant).
- Indian.
- Prophet who trained Samuel.
- Also.
- Standard of type measure.
- Beast of burden of the cattle family.

Yesterday's Solution.



Johnson's Polishing Wax

Liquid or Paste. Spreads quickly, polishes easily, produces a high, long-lasting gloss and leaves a hard, glossy, antiseptic surface. A more brilliant and lasting polish can be obtained with a Johnson Electric Floor Polisher which can be hired or bought at your neighborhood store.



For the Best LOCAL VIEWS

and PORTRAIT PHOTOGRAPHS

Go To
MEE CHEUNG

Studio, The House, 81. Branch 7, Beacon Road, Kowloon.

Inches; Seathwaite holds the British Isles record for the greatest fall of rain in 24 hours—9.08 inches which fell on November 12, 1897.

At the moment the entire countryside is in urgent need of rain, and water has to be brought for miles to the high-lying isolated farms.

Northern Lakeland as a whole has experienced eight weeks of almost dry weather and a heat wave for a fortnight.

Springs and reservoirs have run dry and the lakes and rivers are so low that weeds are growing in the stagnant water. The hay is scorched and crops are stunted. Fruit trees are withering.

FRECKLES AND HIS FRIENDS

Homesick!

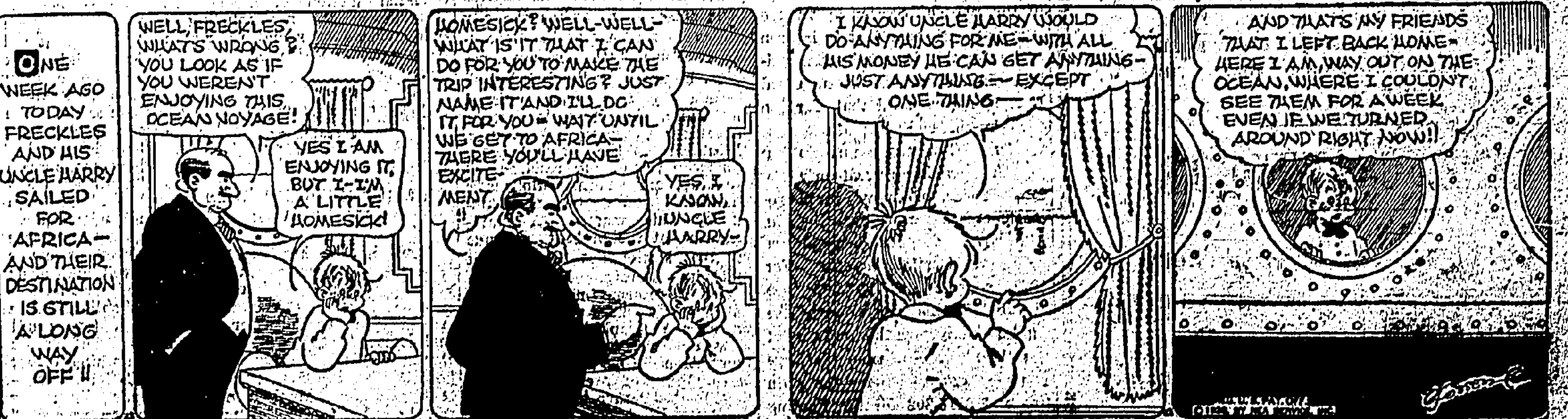
By Elmer

You can't go through the summer

WITHOUT
TANGLE FOOT FLY PAPER

THE COLONIAL DISPENSARY

14, Queen's Road, C. Tel. C. 1877.



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FRESH STOCK OF
H. W. FOSS & Co's.
AMERICAN
CHOCOLATESIN
great variety—elegantly packed.A. S. WATSON & Co., Ltd.
PHONE C. 618.

VICTOR RECORDS

by
JACQUES THIBAUD

Mozart's Concerto in E Flat Major

- 6744 Part 1—1st movement—Allegro moderato
Part 2—1st movement—(Continued) Allegro moderato
6745 Part 3—1st movement—(Continued) Allegro moderato
Part 4—2nd movement—Un poco adagio
6746 Part 5—2nd movement—(Continued) Un poco adagio (Rondo)
Part 6—3rd movement—(Continued)

Haydn's Trio in G Major

with Alfred Cortot (Pianist)
and Pablo Casals (Violoncellist)

- 3045 Part 1—1st movement—Andante
Part 2—2nd movement—Poco adagio cantabile
3046 Part 3—2nd movement—Poco adagio cantabile
Part 4—3rd movement—Rondo all'ongarese

Mendelssohn's Trio in D Minor (Op 49)

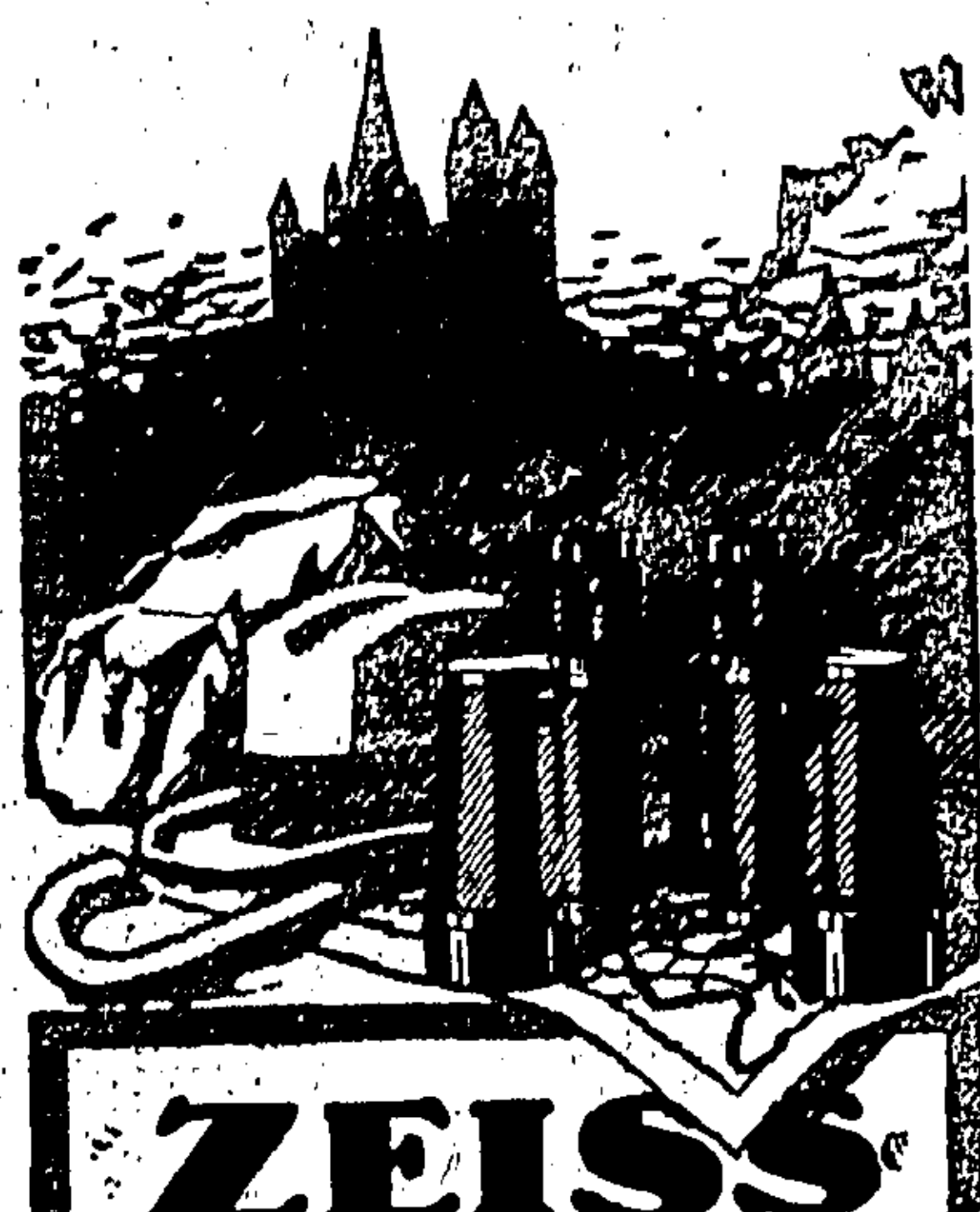
with Alfred Cortot (Pianist)
and Pablo Casals (Violoncellist)
(Complete on four double-faced records)
with album.

Schubert's Trio in B Flat, No. 1 (Op 99)

with Alfred Cortot (Pianist)
and Pablo Casals (Violoncellist)
(Complete on four double-faced records)
with album.

S. MOUTRIE & Co., Ltd.

Chater Road.

ZEISS
Priced from -- \$80.00ZEISS FIELD GLASSES ARE WELL KNOWN
FOR THEIR SUPERB DEFINING QUALITIES,
THEIR LARGE FIELD OF VIEW, THEIR
MECHANICAL EXCELLENCE AND ABOVE ALL
THEIR PLEASING HANDY FORM AND
ELEGANT FINISH.

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TOTAL

DRY FIRE EXTINGUISHER
HAS NO EQUALAPPROVED BY
—BRITISH BOARD OF TRADE—
—FIRE OFFICES COMMITTEE—
—PHYSIKALISCH-TECHNISCHES
REICHSANSTALT—GERMANY—
—LABORATOIRE CENTRAL
D'ELECTRICITE—PARIS.

NO PERIODIC REFILLING

CONTENTS NEVER DETERIORATE
NON-CONDUCTOR
OF ELECTRICITY

RELIABLE, EFFICIENT, EFFECTIVE.

Types for Motor Cars, & Etc.

KELLER KERN & Co., Ltd.
16/19 CONNOR ROAD, C.

DEATH.

PIERCY.—At Vancouver, B.C.,
Adelaide Piercy (nee Rutter),
wife of J. E. Piercy. (By
cable).The
Hongkong Telegraph.

SATURDAY, JUNE 30, 1928.

OUR RAILWAY.

The most satisfactory aspect of the annual report of the British Section of the Kowloon-Canton Railway is that for the first time for many years the receipts practically balance the expenditure. Taking the four years from 1923 to 1926 inclusive, we find that the yearly net loss varied between \$48,791 and \$101,743, but for the year just ended working expenses exceeded gross receipts by only \$2,344. The revenue was much bigger last year than for any of the previous four, mainly due, of course, to the resumption of the through service. It is only fair, however, to say that that resumption would have been utterly impossible but for the assistance given by the British Section, which has not only undertaken the haulage of the express trains, but has also rendered invaluable aid by undertaking the repair of the Chinese Section's wagon stock, which, under previous Administrations in Canton, had fallen into a shockingly bad condition. The Kowloon Railway workshops have therefore had an extremely busy year, and a tribute is due to the Chief Mechanical Engineer and his staff for the tremendous amount of extra work which they have put in, even to the extent of building special water tanks which have been coupled to the engines to permit of satisfactory watering.

Gratifying as the financial aspect of the British Section is for the past year, we hear that it is even better for the six months just ending. Indeed, we shall be surprised if it is not revealed that, for the first time in the history of the Railway, this Government undertaking is at last making a profit on working. It has, of course, to be remembered that every year there is considerable special expenditure going to Capital Account. For 1927 a sum of \$27,599 was absorbed in this way, bringing the capital outlay on this railway of less than thirty miles to the huge figure of \$20,424,000 for the main line and \$115,802 for the Fanling branch. So it will be seen that

there is a tremendous sum outstanding when we take the venture as a whole. Mention of the Fanling branch line prompts us to ask when this little section of the railway is to be closed down. Last year, its receipts were only \$4,236, nearly half the sum secured in the previous year, whilst the outgoings were close on \$16,000. The decline is attributed to motor traffic, and the opinion is expressed that there is little hope of this line being able to compete with the new motor-bus services between Fanling and Shataukok. We had an idea that when this motor road was constructed it was intended to scrap the railway line. At any rate, it certainly does seem the height of folly to continue operating it at a loss in face of the certain knowledge that the competition of the motor-buses cannot be faced. We therefore hope to see no further appropriations made for the line in the coming Budget, or, if provision for more expenditure is made, that our Unofficial Members will strongly oppose it.

With the Manager of the British Section, we are extremely pleased to note the amicable relations existing between the two sections of the railway, which has resulted in a sound service being maintained to the mutual advantage of Canton and Hongkong. We feel, however, that the time should soon come for the matter of the claims outstanding against the Chinese Section to be dealt with. The total at present due to Hongkong is close on a million dollars, and it looks as if it is being added to every month. If the Railway Agreement is not to be observed, then the sooner we put an end to this farce of keeping accounts which are not met, the better will it be for everybody concerned. It is impossible to gather from the Report before us whether the debts are admitted or not. Surely it is high time the Government made the position clear, so that we may know exactly where we are.

China's Capital.

Few tears are likely to be shed on the announcement by Mr. C. T. Wang that the Nationalist Government has definitely decided to transfer the capital to Nanking. The Chinese themselves are attaching a far greater importance to the question than foreigners are ever likely to do, and Mr. Wang's jibe that the attitude of the Legations is immaterial may be dismissed as wearisome. After all, Peking, or Pei Ping, if the Nationalists prefer to have it that way, is neither the territorial, nor the commercial centre of China, while its historical associations are mainly centred round a series of Tartar invasions with which the Southerners, naturally, have little sympathy. It was built by a conquering leader as a gateway to the country he intended to annex, at the same time being near enough to the border to enable a more or less dignified retirement in the event of an upset to his plans. Nanking has several times in the distant past been honoured as the seat of the Government, and there can be no serious objection to its being so nominated again. It may not be that history has dictated the Nationalist desire to remain at their present base; we are more inclined to think that Southern prejudice, or possibly an ever-persistent doubt of the extent of Nationalist authority in the North, has had a greater influence in political circles. If Nanking can establish even nominal authority in the Peking area, we say more power to them, and shall express little concern regarding the city chosen as the seat of the Government. Some little inconvenience might be caused by the fact that all foreign Legations are established in Peking, but it would not be necessary to effect a change. Councillors of the various Legations could take up residence at Nanking, and normal diplomatic channels would be maintained by this means. A maintenance of the present attitude of the Nationalist Government and its Foreign Minister in regard to international obligations will prove far more upsetting than any change of capital is likely to do. However, we have an excellent illustration of the possibilities arising out of prematureness in the enforced return to Shanghai of the Postal Head Office owing to lack of accommodation at Nanking.

DAY BY DAY.

IF YOU WANT KNOWLEDGE, YOU MUST TOIL FOR IT; FOR FOOD, YOU MUST TOIL FOR IT; AND IF PLEASURE, YOU MUST TOIL FOR IT: TOIL IS THE LAW.—Ruskin.

The Gazette contains a revised notification setting out the areas in which hawkers may not cry their wares.

His Excellency the Officer Administering the Government has appointed Mr. F. H. J. Traves to act as his Private Secretary.

The American Community will be "at home" to its friends, on Wednesday, July 4, at Lane Crawford's Lounge, from 4 to 6.30 p.m.

In view of the fact that Monday is a holiday, looking for the Jacques Thibaud concert on Monday evening will be at the Secretary's Office, City Hall, during that day.

Lane Crawford's restaurant will be closed to the general public from 3 to 7 p.m. on Wednesday, it having been engaged for the celebration of American Independence Day.

The Police Branch of the M.C.L. is holding a ladies' whist drive at the Helena May Institute on Tuesday afternoon, at 3.30 p.m. Tickets, one dollar each, can be obtained at the Helena May Institute.

There has been added to the list of medical practitioners the name of Dr. Hua Tse-jen of the Government Civil Hospital, Bachelor of Medicine and Bachelor of Surgery of the University of Hongkong.

It is notified that, at the expiration of three months, the Sui Hing Navigation Company Limited will, unless cause is shown to the contrary, be struck off the register and the Company will be dissolved.

It is advertised that all departments of Messrs. A. S. Watson and Co., Ltd., will be closed at 1 p.m. on Monday, July 2. The Hongkong Dispensary will be opened for the purpose of dispensing prescriptions from 6 p.m. to 7.30 p.m.

His Excellency the Officer Administering the Government has appointed the following officers to be Official Justices of the Peace for the Colony of Hongkong:—Dr. Thomas Walter Ware, Mr. Lancelot Henry Calhoun, and Mr. Walter Kent.

A Chinese woman, twenty-five years of age, was rescued yesterday from the Kai Tak Bund by a man named Chan Wah-chee. The police could not say how the woman came to be in the water, as she is still unconscious, but it is believed to be a case of attempted suicide.

It is advertised that the Interim Dividend of five per cent. on the paid-up capital of the China Light and Power Co., (1918), Ltd., has been declared in respect of the financial year ending September 30, 1928 and that such dividend will be payable on Tuesday, August 7, 1928.

According to a police report, a Chinese Communist who is wanted for murder in Chinese Territories is now in the custody of the local authorities. The man was arrested in Kowloon City recently, but since his arrest he had been unwell and is at the present moment in the prisoner's ward in the Government Civil Hospital.

FRENCH POLITICS.

CHAMBER'S CONFIDENCE IN GOVERNMENT.

Paris, June 29.—The Chamber passed a vote of confidence in the Government, by 465 votes to 126, after rejecting a Socialist motion criticising the Government for not including a bold scheme of social reform in its programme.—Reuter.

DEATH OF MRS. J. E. PIERCY.

FORMER RESIDENT DIES IN VANCOUVER.

News by cable has been received here to-day of the death of Mrs. J. E. Piercy, at Vancouver, B.C. Mrs. Piercy was formerly Miss Adelaide Rutter, daughter of Mr. and Mrs. Rutter, of Kowloon Dock, and was well-known here before going to Vancouver over ten years ago. Much sympathy will be felt for her sister, Mrs. W. J. Rathey, of Kowloon Dock.

LETTERS FROM HONGKONG.

11.—First Lesson in Eastern Customs.

On a warm still night, we crawled slowly into a ring of lights and anchored outside Singapore. On one side of us lay the lights of the town, on the other, those of what we were informed was oil island, a place inhabited by foreigners and a large number of petrol tanks, and from whence they make a condescending issue of petrol to the local inhabitants at 2/- a gallon.

The next morning we were piloted in by a narrow winding channel between green islands with red rocks and little sandy beaches. We hooted heavily before rounding each corner, for it would have been difficult to avoid a collision with any outcoming vessel. There was no wind, and we leant over the side in the equatorial heat of four degrees north, and watched with entranced eyes this new sight of the earth's beauty. Or rather we wandered from one side to the other, for there were islands and fresh visions on either hand.

To starboard to look at Gunner island, with its brilliant grassy slopes and its homely looking bungalows; to port for a fairy-like creek lying shady under overhanging trees in the slanting rays of the early sun, its clear water lapping against ruby coloured boulders; to starboard for a fresh view of the coming town and more bungalows half hidden in tree-clad hills; and again to port for a true Malay village built on piles over the waters of a small bay. Veritable lake dwellings, such as must have existed in prehistoric times and whose remains have been discovered in Switzerland and Gloucestershire. Why bother about remains when here we have the real thing? Crazy wooden houses, thatched with palm leaves or a sort of papyrus.

We left soon after mid-day, and our stay was all too short to form any but a jumbled impression of the place. We went ashore for two hours, walked up and down the high street, and then put ourselves in the hands of an Indian taxi driver for an hour. The high street is a busy crowded place with many coloured buildings crumbling and rotten with the heat and rain. The prevailing tendency is Chinese, or Japanese, and their heaven-born children smile at one from every corner. One small boy in a hat made from half a blacut tin cut diagonally followed us all the way up and down again. Chinese banners and long vertical notice boards hang in hundreds from either side.

The taxi took us out of the gathering heat and blew fresh wind in our faces, while we climbed through tropical vegetation, palms, unknown trees, ornamented villas, blazing glorious flowers, gardens, rubber plantations, swamps, drainage channels, wicker factories, native villages—massed swarms of bamboo and palm leaf huts, untidy, not very clean, dwellings of utter poverty, and yet a sort of paradise beside our own English slums—further and further up, over winding well kept roads, to the "impounding reservoir," a landmark of civilization that was evidently the crowning glory of the island to our taxi driver. We gazed dutifully for a little while at the still water in which the trees were reflected against the misty and yet sunny sky, at the well-kept lawns and trim flowers. "Now we will go back to the boat," we said.

On the quay there was the usual crowd of hawkers selling cigarettes, postcards, singlets, and fruit. A number of smartly dressed officers with a few representatives of residents in blue blazers were bidding farewell to 1st-class passengers. A much larger crowd of ordinary white and coloured folk made a sort of ring behind them.

Suddenly the trade in fruit, which had been steady but not overwhelming, ceased. I don't know how it began, but before we realized it, the ship came under bombardment from all the oranges, bananas and pumelos that the well-dressed officers and representative residents on the quay could requisition. Their like sprang from the 1st class deck returned the fire. The oranges were soft and mostly exploded on contact.

The ship's officers stood by and fumed to see their white paint splashed with coloured juice; the native population smiled tolerantly at a well-known exhibition of light-heartedness by the governing class; the white, but not so high-born residents took the part of dignified spectators; a few of us were a little amazed; but Dr. C. reassured us with a serious face. "We shall learn," he said, "When we come back from Hongkong, we shall all know how to behave like that." His reference was to other aspects of European, or at any rate English behaviour as well. Our two Shanghai merchants' wives have now taken to leaning against their partners. There is a stroking of arms as they walk round the decks.

At the same time there are still some rather slow people who don't seem to have absorbed the atmosphere of the East at all. There is Mrs. J., for instance, a charming, unassuming lady with a wonderfully soft voice, who is going out to her husband.

"Aren't you glad the journey is nearly over?" said Mary.

"Oh," said Mrs. J., "I haven't let myself think of it."

"Only till Wednesday morning now."

"I am afraid I had let myself think it was Tuesday morning."

"But it couldn't be Tuesday morning. Five days from Singapore. Tuesday night was a possibility."

Mrs. J. smiled a little anxiously. "I do hope," she said, "it won't be too early in the morning. I don't feel at my best at half past five."

Mary advised an early bed, and perhaps an aspirin, to wake early and fresh.

"But I can't sleep before twelve. I always think"—Mrs. J.'s voice, it suddenly occurred to me, is of the nature of thought—"that a dull book is the best thing to sleep on. Something long... I used to try the Bible, but you know that becomes so extraordinarily the language is so jolly interesting; it's no good. Besides,

HONGKONG TRADE.
GOOD ENQUIRY FOR PIECE GOODS.

The fortnightly Price Current and Market Report, published by the Hongkong General Chamber of Commerce, states:

Cotton Piece Goods and Fancy Cotton Goods.—Enquiry has been well maintained since the last report, resulting in substantial bookings of Mercerized and Cord Stripe Brocades and Mercerized Checks. A nice business has been done in Coloured Stripe Poplins of superior quality. Deliveries are poor. Manchester is still firm and concessions are hard to obtain. Another report states:—There has been more enquiry for White Shirtings and Cotton Fancies but prices offered are about eight to ten per cent too low. Some orders in Brocades, Striped Poplins and Art Silk Fancies have been settled. The local market is dull and prices for Brocades and Spring Fancies show no signs of improvement. Clearances are very poor, in the absence of demand from Canton and up-country. All restrictions against Japanese cargo entering Canton appear to have been removed and business in Japanese goods has been resumed here.

Woolens.—Apart from business in a few small lines of Palm Beach and Tropical Suitings, there is nothing to report.

Cotton Yarn.—Since the last report, there is nothing fresh to put on record. The market continues quiet, but prices are steady.

ARMED ROBBERY IN CITY.
MONEY AND JEWELLERY TAKEN AWAY.

Four armed men entered a Chinese import and export firm on the second floor of No. 84, Des Voeux Road West this morning, and after overpowering the people in the house, ransacked the premises and succeeded in making off with money and jewellery to the value of about \$200.

The robbers adopted the usual ruse of looking for a *foke* of the firm. On the door being opened to them, three of the men produced revolvers and one a dagger, and they met with little resistance from the *foke* who were on the premises at the time. The inmates of the house were bound and gagged and the robbers stayed in the premises for only a short while.

The robbery occurred at 7.15 a.m. but it was not until an hour afterwards that the police were notified.

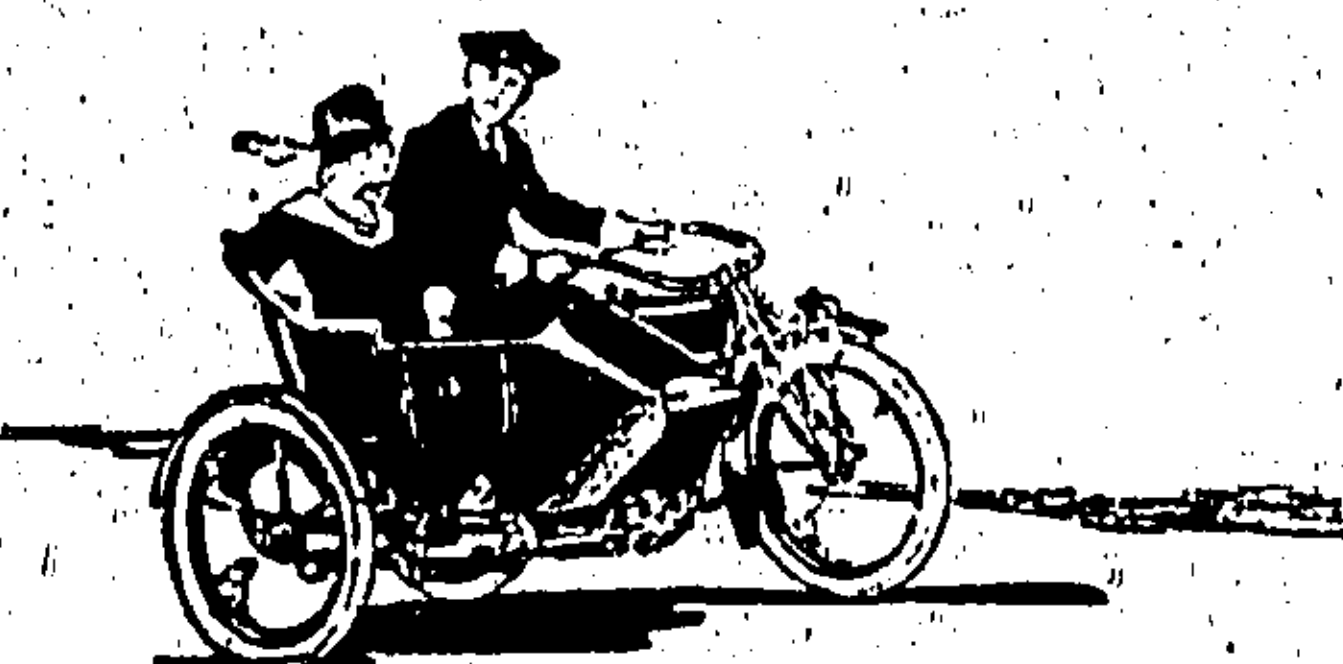
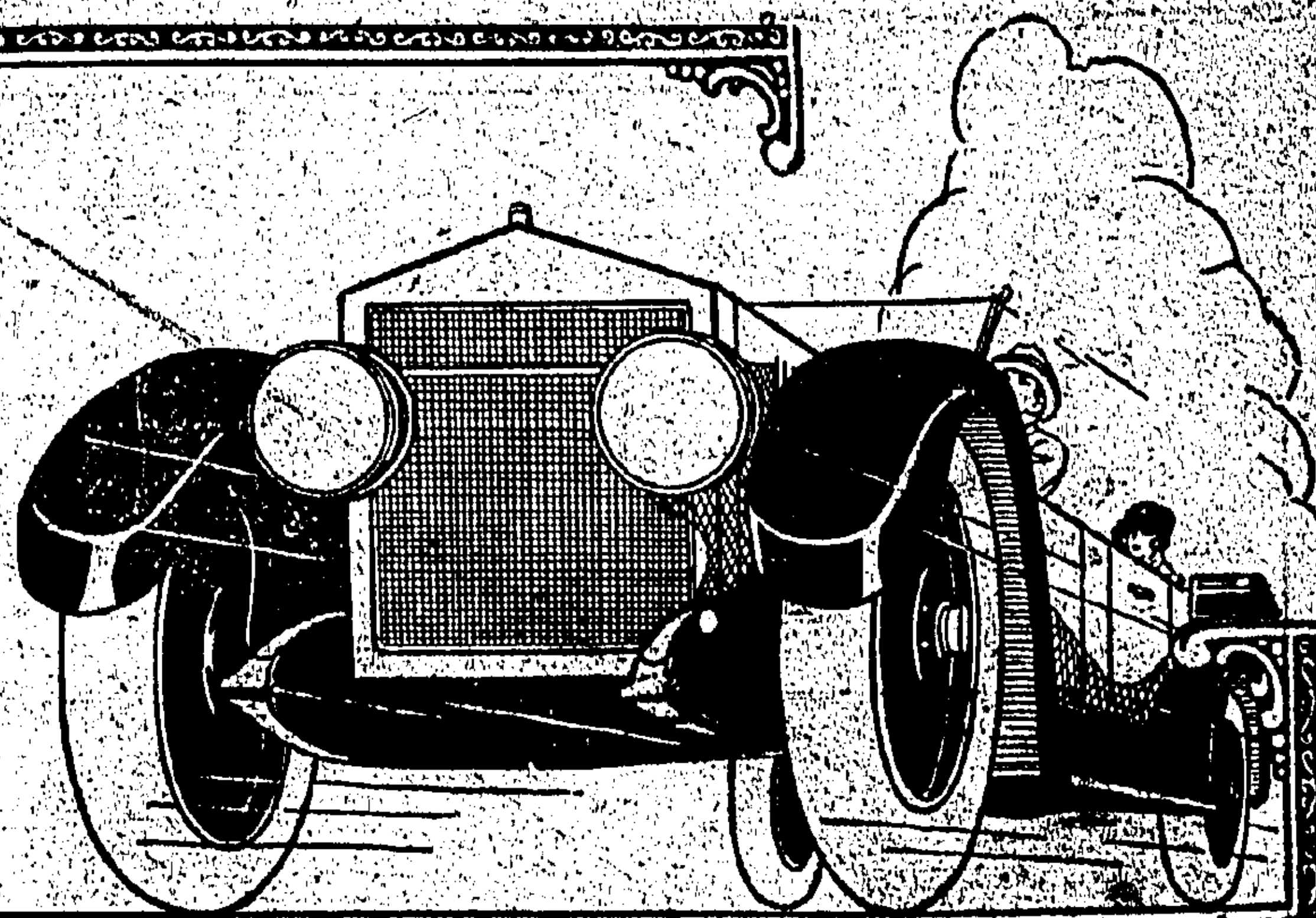
Nominal quotations are as follows:—No. 10s. \$170-190. No. 12s. \$180-195. No. 16s. \$195-200. No. 20s. \$200-205. Arrivals nil. Shipments nil. Sales nil. Unsold Stocks 3,500 bales. Bargains 6,400 bales.

Raw Cotton.—No business to report.

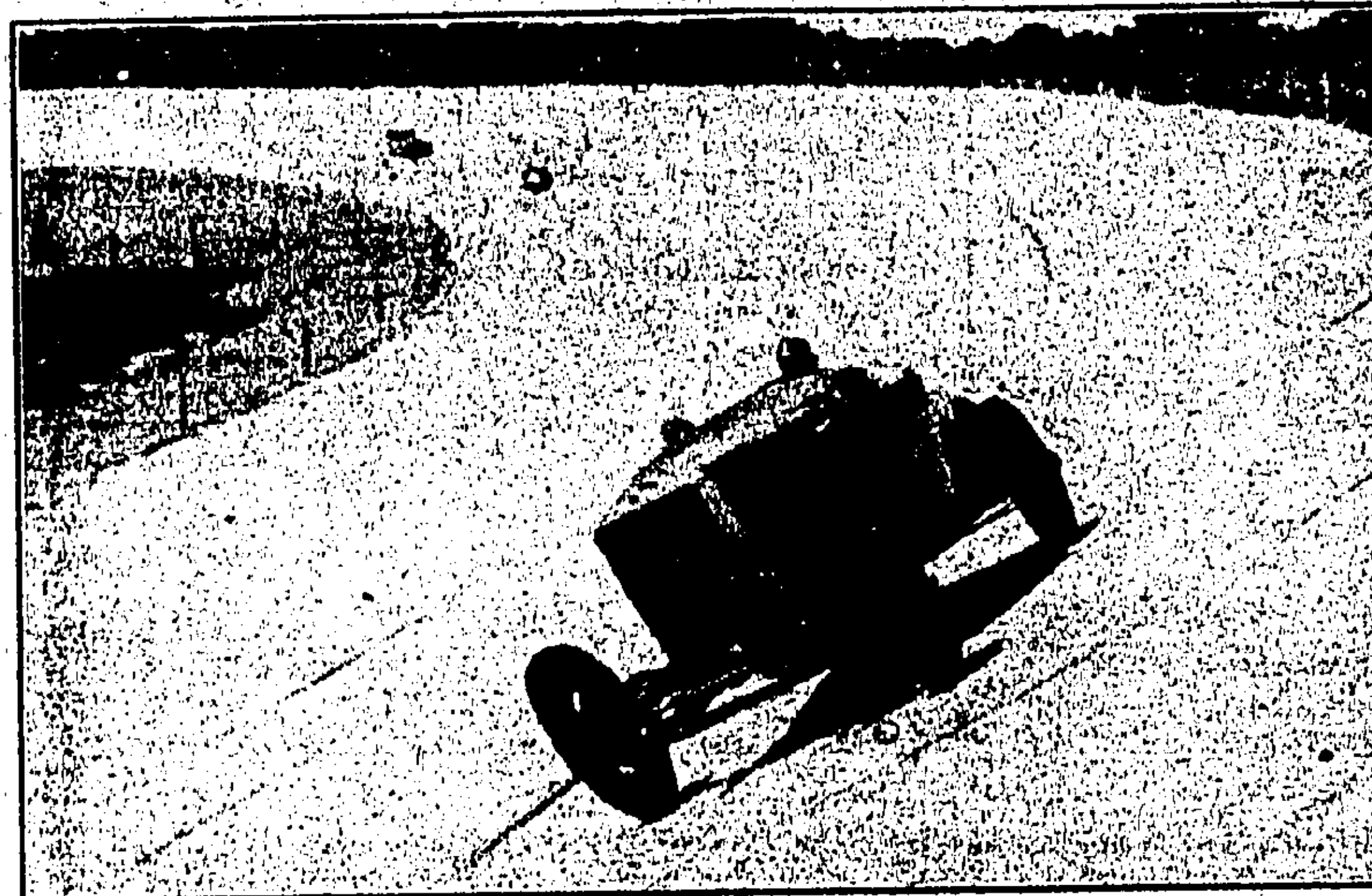
Flour: Stock.—American, 800,000 bags; Canadian, 400,000 bags; Australian, 30,000 bags. Market remains in the same lifeless state as previously indicated.

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH
SATURDAY 30th JUNE, 1928.
Being the Official Organ of
THE HONGKONG AUTOMOBILE ASSOCIATION.



TRAVELLING AT 104 MILES PER HOUR.



The above photograph shows a LaSalle roadster travelling at 104 miles per hour on one of the American racing tracks. The interesting feature of this photograph, which shows remarkable detail for the speed at which the car was travelling, is that it was awarded the 1928 press trophy by the Photographers Association of America.



CURRENT COMMENT

Holidays in Dutch Indies.

Considerable local interest is being taken in Java and Sumatra as a summer holiday resort, for it is being realised to a greater extent than hitherto that in the hilly districts of these large islands is to be found beautiful cool country suitable for a summer vacation. We learn that the Hon. Secretary of the Hongkong Automobile Association has been in touch with the authorities and that a great deal of useful information has been obtained which is at the disposal of members. Those contemplating a visit with a car should get in touch with the Hon. Secretary before proceeding. There are miles of excellent roads passing through some magnificent scenery, and there is also an excellent Automobile Association from which members of the Hongkong A. A. can obtain valuable assistance, especially with regard to facilities for the temporary importation of cars.

New Members.

The following have joined the local Association since the last list was issued:

Mr. M. M. Watson.
Mr. E. G. Stewart.
Lieut. W. F. Fyfe.
Mr. L. McRae.
Mr. J. Hendriksen.
Mr. F. P. R. James.
Dr. J. H. Montgomery.
Mr. Abbas Khan.

New Licences.

Licences for motor vehicles and drivers are renewable as from July 1st, but as this day is a Sunday and as the following day is a holiday, the Licensing Office will not be open for business until Tuesday, July 3rd. We are informed that the hours between 9 a.m. and noon and 2 p.m. and 4 p.m. are the best hours at which to attend. It will greatly facilitate the work of the Department if all motorists will produce their old licences when application is made for renewal.

Fire! Fire!

There seems to be lack of appreciation in Hongkong of the fact that when a fire appliance or motor ambulance is on the road all other traffic should immediately give way. A fire engine proceeding to a fire, or a motor ambulance taking a sick or injured person to hospital should be treated as vehicles engaged on specially urgent missions. In most other places it is compulsory for all other traffic to draw into the left and become stationary until the engine or ambulance has passed, but in Hongkong so far there has been no regulation of this character, though with the great growth of motoring here and with so many drivers failing to give way the authorities would be fully justified in taking some such action. Motorists will agree that fire engines and ambulances should have a right of way over all other vehicles. They are already fitted with distinctive alarms and we regret the indifference which is so generally shown to them.

Lower Charges.

As will be seen by an advertisement elsewhere in this issue, the Hongkong Hotel Garage is bringing into effect to-morrow a reduced scale of rates for the hire of cars. Small cars will now be at the rate of \$3.00 per hour and large cars at the rate of \$5.00 per hour, with half of above rates for waiting time. A reduction has also been made in the bus fares to Repulse Bay, it being possible to obtain a return ticket for 75 cents. When the new buses arrive later in the season there will be a more frequent service of buses, but even now the buses are run in duplicate if the number of intending passengers warrants. Arrangements have been made whereby all passengers taken by bus to Repulse

Bay are certain of being able to make the return trip, buses leaving that resort until all people have been "cleared." It will be learned with much interest, also, that the Garage has now made arrangements for a night service in Hongkong and that any person requiring a car after midnight can ring up Central No. 2602 and obtain one. The garage has provided this service with the intention of meeting the complaint, voiced in this column last week, that there have been no means whereby people living at a distance from the centre of the city can get into touch with hire cars after the ordinary garages close for the night. This extra service, plus the fact that the rate of hire has been reduced, will doubtless be much appreciated by those affected.

Owners Organise.

We note in a northern contemporary that a Hire Car Owners Association has been formed in Shanghai for the purpose of protecting the interests of garages engaged in the public hire car services. The new Association claims that its membership represents more than 500 hire cars which is approximately 95 per cent. of the total number engaged in this traffic in Shanghai. It is stated that the organisation was brought into being primarily because of a rumour that the Shanghai Municipal Council had granted privileges to a new company, recently organized. Such privileges as street stands, telephones at street crossings, roaming cars picking up fares in the streets, have heretofore been refused. This Hire Car Owners Protective Association has been organized for the purpose of taking such steps as may be necessary to prevent the authorities from giving special privileges to one company to the detriment of all others. We have often wondered why the owners of public hire cars in Hongkong have not banded themselves together into a protective association for there must be many matters on which they could quite legitimately take concerted action to the benefit of them all.

A Bad Road.

We are asked to invite the attention of the Public Works Department to the bad condition of the road near the Police Recreation Ground, Happy Valley. Not only have motor cyclists to take special precautions owing to the train and tramway lines which cross at this spot but also because of the many large holes which have developed in the roadway—holes so large that they are a sore trial even to car drivers. In one place, so we are informed by a motor cyclist who has to pass this spot daily, it is necessary to go over to the wrong side of the road to avoid dangerous holes and bumps. In spite of the fact that the work of removing Morrison Hill will go on for some months yet, it is to be hoped that the P.W.D. will do its best to keep the roadway in a reasonably safe and usable condition.

Cycles Interfered With.

Complaints are being made that motor cycles left on the public stand in Pedder Street have been interfered with during the absence of their owners. In one case brought to our notice, the tyres were deliberately deflated, the oil pump plunger was played with until a greatly excessive quantity of oil was pumped into the crankcase and, finally, a tyre pump was stolen. All of the above befel one unfortunate owner in the short space of four days, this notwithstanding the fact that his machine was "parked" in close proximity to the traffic police officer on duty at the top of Pedder Street. The work is

evidently that of a mischief-making Chinese, and we cannot help but think that a little extra vigilance on the part of the police would result in deterring him from continuing his annoying habits.

Youthful Cyclists.

We have noticed with pleasure that the police in Kowloon have been very active in dealing with the nuisance caused by inexperienced cyclists using the main thoroughfares for practice purposes. This is not an easy matter to deal with as the offenders are mostly youths who have not the remotest idea of traffic sense. The trouble arises from the fact that cycles are let out for hire to anyone irrespective of whether the person can ride or not, the shops being only concerned with the payment of the hire fee. It is suggested to us that this practice should not be permitted and that hire cycles should be subjected to licensing conditions. People who have had cause to report irresponsible Chinese cyclists for dangerous riding have not been able to give any information that would lead to the identification of the offender and it is suggested that if hire cycles had identification plates and if the owners had to keep a register of the names and addresses of those hiring cycles then there would be a better chance of bringing these young performers to book. Every motorist knows the danger which arises from cyclists who know nothing whatever about the rule of the road, and any action which the authorities could take to lessen the evil would be generally appreciated.

Pedder Street Parking.

Some little difficulty has been experienced in connexion with the parking facilities for private cars provided in Pedder Street, alongside the General Post Office, where space intended for the sole use of taxicabs has been taken by private vehicles. Private motor car drivers are asked to note that the Des Voeux Road end of this stretch is reserved for the parking of six taxicabs and not for other vehicles. This end was formerly reserved for the old taxis but when they were taken off the roads there was no objection to private cars occupying the space. Since the new taxis have commenced operations, however, this space has occasionally been taken up by private vehicles with the result that the taxis have been compelled to park amongst the private cars, resulting in considerable inconvenience in leaving the rank and returning. If this space is left for the use of taxis, which are continually coming and going, much less inconvenience will be caused to taxi drivers and to private car drivers themselves.

SHANGHAI TO HAVE TAXI SERVICE.

New Company Launched.

Shanghai will soon be in line with London, Paris, and New York in regard to transportation facilities, provided present plans for the flotation of a company to operate taxi-cabs come to fruition. Personalities of the Shanghai financial and motor world are behind the venture, and according to statements made to a representative, regard the prospect of success with optimism. The company will be known as the Yellow Taxi-cab Company, and in order to popularize it with Chinese residents a competition for a Chinese name has been advertised in the vernacular press, to which over 1,100 replies have been sent in to the offices of the company in Rue Bourgeat. The prize winner of the competition is a Chinese lady.

Stands in Streets.

The company expect to place their cabs on the streets at the beginning of next autumn. The cabs will be the same as those used in the larger cities of America which have made the name of "The Yellow Taxi-cab" famous. A taxi-meter to record charges will be on each cab and permission has been received from the authorities of the Settlement to have stands in various places, where cabs can easily be hailed. Similar arrangements have been made in the French Concession, but no precise stands have as yet been allotted to the company.

In the International area some of the stations already booked are the Astor House, the Palace Hotel, the Shanghai Club, the Carlton Theatre, the Embassy Theatre, St. George's the Majestic Hotel, and the corner of Bubbling Well and Seymour Road. Other stands will be added when occasion requires.

The company is taking over the service stations already built at 98 Wellesley Road and 338 Rue Bourgeat. These two service stations, which have been operating for the convenience of the motoring public as private concerns, will be converted into depots for the cabs, but this will not interfere with the private service which the company hopes to continue.

Passengers Insured.

At the rear of the premises on Rue Bourgeat it is proposed to construct a modern service station where the cabs and public vehicles can receive attention in the most up-to-date manner. Ducto plants, cleaning plants, and all the latest apparatus for renovating a car will be installed.

RECORD ERSKINE RUN.

1,000 Miles in Less Than 1,000 Minutes.

South Bend, Ind., U.S.A., May 22.—Studebaker's Erskine Six has given dramatic proof of its championship heritage by travelling 1,000 miles in less than 1,000 consecutive minutes, thereby setting 10 new world records for stock cars in its price class, according to an official announcement made here today.

The record-breaking run that proved the right of the Erskine Six to kinship with the World's Champion Commander was made April 26 at the Atlantic City Speedway. Not one, but two fully equipped Erskine Six Club Sedans maintained better than mile-a-minute speeds for the entire distance of 1,000 miles.

The run was officially timed and checked by representatives of the American Automobile Association. Before and after the setting of the new records, both cars were checked by A.A.A. Officials and pronounced strictly stock models.

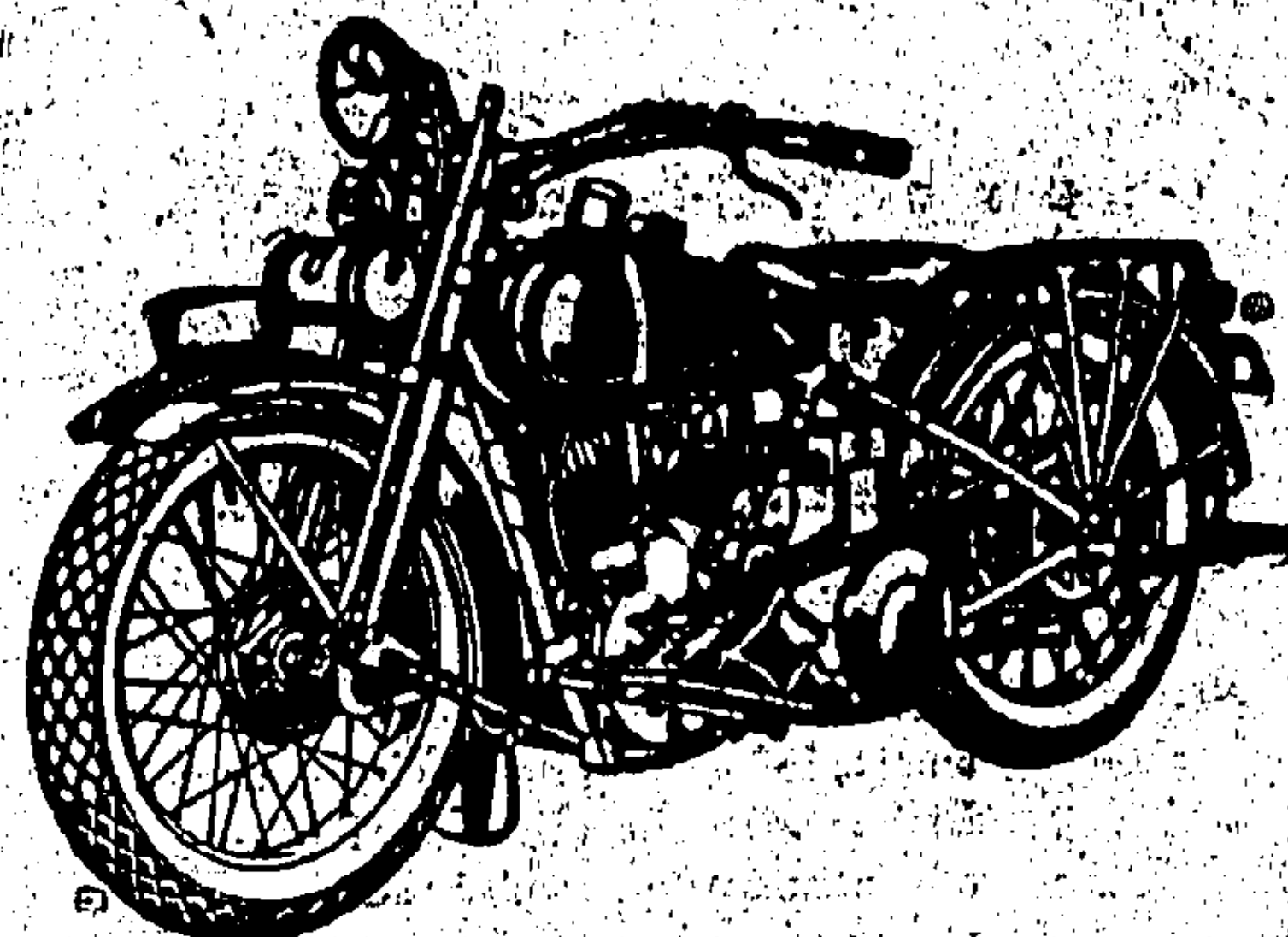
The first Erskine Six averaged 60.97 miles per hour for the 1,000 miles and completed the run in 984 minutes. The second car averaged 60.716 miles per hour and completed the 1,000 miles in 988 minutes. No other automobile in the Erskine price class has ever equalled these records.

The Erskine Six Club Sedan is the lowest priced automobile ever built by Studebaker. Yet, according to Studebaker, "It is possessed of the same type of stamina and speed that enabled The Commander to win all of the highest speed and endurance records for fully equipped stock cars, regardless of power and price. It is of the same championship strain that made possible The Studebaker Director's recent record of 5,000 miles in less than 4,800 consecutive minutes. This Director run established a record for stock cars in its class."

A special feature of the company will be the treatment of employees. This is being undertaken with a view to give complete satisfaction to the workmen as well as to ensure extra safety to the public. Every employee will be insured against sickness and accident, and hospital facilities will be provided at special rates for them and their families. So far as the public is concerned the company will insure every fare against accident.

The directors of the company, which will be capitalized at \$1,000,000 are Messrs. Chen Yik-chow, W. Giddison, Dr. Z. Y. Kwank, and Messrs. F. W. Schobohm, Paul W. Kelly, W. D. Bonner, and N. F. Allman—Shanghai Times.

Our next shipment due here 15th, July, per
"PRESIDENT ADAMS"



HARLEY-DAVIDSON CYCLES

We will have then the following Models in stock:

- 7-9 H.P. Harley-Davidson and Parcelcar model MX. (This cycle is sold to the Macao Post Office. Local firms who may be interested in parcelcars can make arrangements for a demonstration before we ship the cycle to Macao).
- 7-9 H.P. Harley-Davidson Combination Single passenger sidecar.
- 9-12 H.P. Harley-Davidson Combination Double passenger sidecar.
- 8 1/2 H.P. Harley-Davidson Singles. (Twin Ports Exhaust Nickel Plated) equipped with nickelplated speedster handlebars, speedometer, ammeter, luggage carrier, front stand and all the latest Harley Improvements. ONLY \$650.00.

BOOK YOURS TO-DAY. PHONE K1242.

THE GASCON MOTOR CO.,

REPAIRS UNDERTAKEN ON ALL MAKES OF MACHINES.

Tel. K. 1242 2, Kwong Wah Road, Kowloon.

(Opposite The Steam Laundry)

A GOOD ASSORTMENT OF SPARE PARTS AND ACCESSORIES IN STOCK.

CHINA UNDERWRITERS, LTD.

FOR

ALL CLASSES

OF

MOTOR INSURANCE

WRITE FOR PROSPECTUS

HEAD OFFICE:

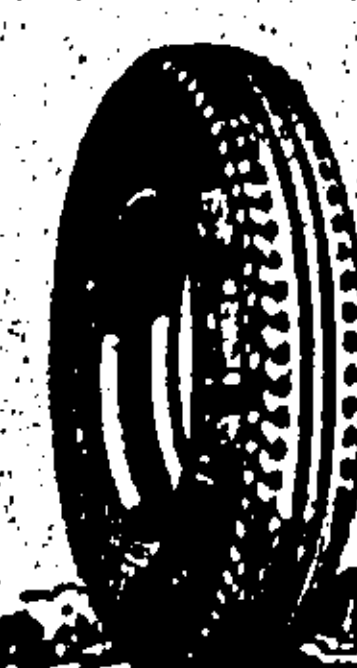
TELEPHONE:

ST. GEORGE'S BUILDING, HONGKONG.

C.1121-22

More health—more happiness

—less cost
per mile!



Goodrich
Silvertowns

"Best in the Long Run"

If you use your car to get out in the open—you'll get an extra measure of health and happiness for your money in GOODRICH SILVERTOWNS.

These tires give you more hours, more days and months of pleasure more miles on the open road. They last longer—and so every hour you drive costs less.

Sole Agents:

For Hongkong & South China

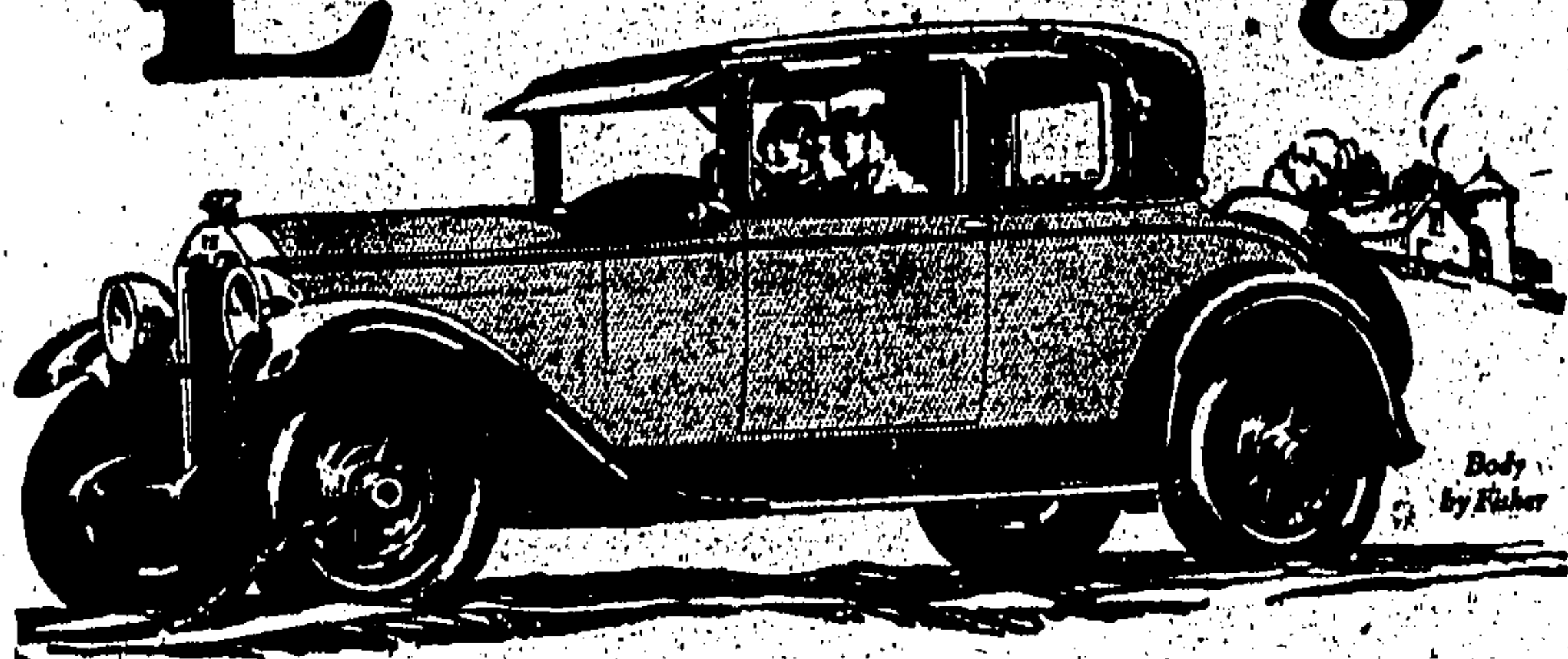
UNIVERSAL MOTOR & SUPPLY CO.

61, Des Voeux Road, C.

Telephone C. 4015.

All sorts of Automotive Accessories also in stock.

Far ahead Low-swung



... yet Buick clears
the ruts and gives
head-room as well

Buick offers you far more than
fleet, low, dashing lines... It
provides all of the distinction of
smart, low-swung bodies by
Fisher with the additional
advantages of generous head-
room and road-clearance.

This remarkable combination
of modish, graceful beauty—

maximum head-room—and
ability to clear the ruts—is the
direct result of the Buick double-
drop frame.

This brilliant advancement,
pioneered by Buick months
ago, places Buick far ahead in
beauty, safety and all-around
roadability.

BUICK

THE DRAGON MOTOR CAR CO., LTD.

Telephone Central 1248 ... 33, Wong Nei Chung Road.
Telephone Central 3500 ... 33, Des Voeux Road Central.



HONGKONG DELIVERED PRICES.

SERIES A. B. "NATIONAL"

R.A.C. Horse Power Rating 21.7	Brake Horse Power 35 at 2200 Revolutions				
Piston Displacement 170.9 Cu. In.	Wheelbase 107 inches	PACKING			
	NETT WEIGHT	F.O.B. FACT	EXTRA NETT	SHIPMENT DELIVERY HONGKONG	NETT CASH
* CHASSIS 1 TON	1765 lb.	G\$375	G\$21	G\$184	G\$ 580
* ROADSTER 2 Passenger	2100 "	495	56	219	770
* TOURER 5 Passenger	2430 "	585	45	270	900
* COACH 5 Passenger	2430 "	585	45	270	900
* COUPE 2 Passenger	2305 "	595	45	270	880
* CABRIOLET 4 Passenger	2340 "	665	45	270	950
* SEDAN 5 Passenger	2505 "	675	45	270	1020
* LANDAU 5 Passenger	2475 "	715	45	270	

* Hongkong Price includes spare rim Tire & Tube, Right Hand Drive.
* Hongkong Price includes spare rim Tire & Tube, Bumper, Bulb Horn, Drag Deck, Right Hand Drive.
* Hongkong Price includes spare rim Tire & Tube, Bumper, Bulb Horn, Right Hand Drive.

SERIES 1. O. "CAPITOL"

R.A.C. Horse Power Rating 21.7	Brake Horse Power 35 at 2200 Revolutions				
Piston Displacement 170.9 Cu. In.	Wheelbase 124 inches				
	NETT WEIGHT	F.O.B. FACT	EXTRA NETT	SHIPMENT DELIVERY HONGKONG	NETT CASH
Chassis 1 Ton nett weight	2130 lbs.	G\$495	G\$40	G\$185	G\$ 720
Chassis 1 Ton with Cab weight	2500 lbs.	610	40	185	860

Hongkong Price includes spare rim, Tire and Tube and 4 fenders.

THE HONG KONG HOTEL GARAGE
25 Queen's Road Central Tel. Central 4759.



DIRT TRACK RACING. 131 M.P.H. AT BROOKLANDS.

Thrills of New Motor Cycle Sport.

Not since the chariot races of ancient Rome or the tournaments of medieval days has the public been provided with such a spectacle as this new dirt-track racing.

Whether it lasts or not, it is certainly taking the country by storm. We are in sight of a boom that may utterly eclipse greyhound racing—as it has done in Australia—and will seriously affect attendances at even the most varied and interesting events in normal motor racing.

Dirt-track racing comes from America and Australia, where it has become a national sport.

It originated from events held on grass racetracks in places where no motor tracks existed.

Being much smaller than a motor track and devoid of banking, the grass course discounted sheer speed, and put a premium on the human element.

Bends and corners could only be negotiated at any speed by a form of deliberate skidding. Riders gradually learnt the trick and developed it to a fine art, dignified, in fact, by the term "broadsideing."

Jockeying for Position.
Then the grass got worn off, the surface broke up, and cinders were laid down, partly to facilitate skidding and partly to soften the inevitable falls. Hence the evolution of the dirt track.

A typical track is about the size and shape of a football ground with the ends rounded off, and the track laid round the touch-line space; so that there are two straights, in which riders get up speed and two wide corners which they negotiate by skidding as near to the inside as possible, maintaining as high a speed as they dare.

This slows them down to a greater or less extent, according to their skill and nerve, so that by the time they enter the following straight there is ample scope for a burst of terrific acceleration and another jockeying for places at the next corner.

The methods of a typical Australian crack are to postpone slowing down for the corner to the last possible moment, thereby stealing a yard or two from a more cautious competitor; "to cut out" (switch off the ignition) for a couple of seconds as he starts his broadside round the bend, then—in full control of the situation, leaning over about 45 degrees and some half-way round the bend—to open out full and take his chance.

The rider is still, mark you, in the middle of a terrific skid, hitting slight bumps and potholes that call for lightning jerks and swerves to correct.

Sometimes a machine kicks up and sideways exactly like a bucking broncho, comes down in a new direction, the back wheel spinning round at ten times its normal speed.

The rider has to correct all this—still at a perilous angle—and maintain his calculated skid with the throttle full open.

The note of the newly-opened engine rises to the roar of a zooming aeroplane; the back wheel, slipping madly as well as skidding, adds its note—an indescribable sound of ripping canvas—as it shoots a shower of cinders and a cloud of dust in the face of the man behind.

If a moment too soon this driving wheel were to grip fully, or the rider were to correct his skid, he must head for the fence at perhaps 40 or 50 m.p.h.

At each bend the lurid skidding and wobbling, the buck-jumping, the slithering and sliding, the showers of dirt and clouds of dust, and the smoke and the terrific noise of the open exhausts combine to give a thrill and excitement that must move the most blasé.

Falls, of course, are frequent and seem ghastly to the onlooker. But the riders wear crash helmets and leather clothing, usually padded in vital places, and serious injury is very rare.

Races are short, usually a mile—i.e., four circuits of a quarter-mile track, and are run-off in heats of three or four riders, semi-finals, etc., each a fresh round of excitement. As there are so few on the track together, and the whole of it is visible from any point in the stands, races are very easy to follow.

One soon gets to know the riders. Some of them are quite outstanding, but the best of this form of racing is that they do not always shine—they have their "off" days and spells of bad luck like the rest of us. With that and good handicapping there is a chance for anyone with a certain minimum standard of skill.

The type of rider produced is quite different from the Brooklands "crack," and even from those who shine in the great annual Tourist Trophy—the Derby of motor-cycling—which is run on public roads.

It takes two or three seasons' hard riding and practice to produce a genuine broadside rider of even moderate ability.

At present the sport is not patronised officially by our motor-cycle manufacturers, so that the brilliant riders attached to them are debarré from taking part.

The miscellany of British lads that do participate, however, show

All Track Records Broken.

The great surprise at Brooklands during Whitsuntide was in the last race, the Gold Star handicap, when Mr. Kaye Don broke all speed records for the tracks, and gave an exhibition of driving which has never been equalled since the death of Mr. Parry Thomas.

Up till yesterday the record for winning a race was held by the late Mr. Parry Thomas, at a speed of 120 m.p.h., and the fastest lap for the track at 129.36 m.p.h., but Mr. Kaye Don lapped at 131.76 m.p.h., and his speed for the whole race of 25 miles, which he won, was 128.36 m.p.h.

This speed was phenomenal considering that he had a big field through which to drive his Sunbeam, and, lap after lap, he literally "swamped" the other drivers, until they appeared to be standing still. Towards the end M. Kaye Don shed the tread of one of his tyres, but he came in an easy winner.

Another incident in this race was a collision between an O.M., driven by Mr. Oats, and Mr. Turnbull's Bugatti. This might have ended disastrously, as near the members' bridge Mr. Turnbull, apparently in trouble, came down the banking, and Mr. Oats, who was on his near side, came in collision with him. The cars skidded at about 10 m.p.h., but came to rest without overturning. Mr. Oats was badly cut about the face.

A New Idea.

An innovation at Brooklands was the painting of different coloured lines near the fork so that the cars with the highest speed should be able to have a clear path. A red line was placed for those doing over 10 m.p.h., while other colours were used to keep the slower cars lower on the banking.

Captain Malcolm Campbell, having scratched, did not compete in the last race.

Mr. Kaye Don has been driving for many years at Brooklands, and first came into prominence as a motor cyclist, gaining many records. Later he drove the Wolseley Viper, and lately he has been breaking many records for various distances on the car on which he was so successful recently. This was the same one, modified, on which Major Segrave secured the world's speed record at Southport some years ago at over 150 miles an hour, and on which he also broke all road records in France.

DID YOU KNOW—

That London has 2,200 miles of streets.

That it has over 350 miles of tramway lines.

That the busiest traffic spot is Hyde Park Corner, where roughly, 65,440 vehicles pass every day.

That the next busiest places are Trafalgar Square, Marble Arch and Piccadilly Circus.

That London has 20,058 policemen (including the one who reports you for exceeding in a 10-mile limit).

That they are likely to give as good an account of themselves in time as anyone from overseas.

The machines used are light medium-weights with a shortened wheelbase and special strengthened frame, for broadsideing imposes terrific strains which would quickly buckle an ordinary frame.

As to the engine, high maximum speeds are of no importance compared with the ability to accelerate like a shot from a gun. The smaller the track the less important is speed, and the more human skill and lightning acceleration are called for.

It is interesting to note that, with one exception, the machines used by all the cracks are British, though generally altered almost out of recognition. Some of the Australians' mounts have a fixed engine without either clutch or gears, no brakes whatever, and, of course, no silencer.

At present dirt track racing is only in its infancy. The authorities are not yet decided on a number of points, for instance betting, which, it seems to me, should be rigidly excluded, as it is on tracks run on Australian lines.

Good handicapping, a clear method of announcing each event and the participants, and plenty of opportunities for new riders to practice, seem to be other essentials.

This dirt track racing is an ideal sport. As a spectacle it is without parallel. It needs no betting to enhance its interest. It is the man and his dare-devilry and skill that count.

There are a number of venues all over the country, such as football grounds, that would make excellent tracks with very little adaptation.

In a word, it is sport for which a restless age, impatient of cricket and greyhound, has been waiting.

MORRIS COMMERCIAL CARS

LIST OF LOCAL OWNERS.

Asiatic Petroleum Co.	1—Type Z5 30 cwt. Tank Truck
Canton Government	10—Six Wheeler 30 cwt. Transport
Cheung Mei Bus Co.	1—Six Wheeler 18 pas. Bus
Cheung Mei Bus Co.	4—Type Z5 16 pas. Buses
Cheung Mei Bus Co.	2—Type Z5 16 pas. Buses
China Motor Bus Co.	1—One ton Open Body Truck
Dodwell & Co., Ltd.	2—Type Z5 16 pas. Buses
Kowloon Motor Bus Co., Ltd.	2—Type Z5 16 pas. Buses
Nam Hing Motor Bus Co.	2—Type Z5 16 pas. Buses
Nam Hing Motor Bus Co.	1—One ton 12 pas. Bus
"Nestle Chocolate"	1—One ton Panel Truck
Ruttonjee & Son, Ltd.	1—Type Z5 30 cwt. Open Body Truck
Sincere Co.	2—Type Z5 30 cwt. Trucks

1 TON MORRIS 13.9 H.P. 10' 2" W.B.

Chassis completely equipped with 33" x 5" tyres	£335
Lorry complete with Cab and drop sides	395
Tipping Lorry complete with Cab	310
General Utility Vehicle complete	325
Standard Van complete with Cab	335
De Luxe Van complete with Cab	350
Bakers Van complete with Cab	370
Furniture Van complete with Cab	370
Ambulance Type A complete	430
Fever Van complete	450
Colonial Ambulance complete	485
Charabanc for 14 passengers	510
Hotel Bus Type T1	515
Bus De Luxe	570
Special Saloon Bus Type D3	575

30 CWT. MORRIS 13.9 H.P. 11' 6" W.B.

Chassis Z5 with 32" x 4" tyres, dual rear, F.W.B.	£320
Chassis Z6 complete with 32" x 6" tyres and F.W.B.	355
Type Z5 Standard Lorry complete with Cab	390
Type Z6 Standard Lorry complete with Cab	420
Type Z5 Charabanc for 18 passengers	620
Type Z6 Charabanc for 18 passengers	650
Type Z5 Special Saloon Bus	670
Type Z6 Special Saloon Bus	700

30 CWT. 6-WHEELER 13.9 H.P. 11' 8" W.B.

Chassis only equipped with 32" x 4" tyres	£338
Chassis with War Dept. type Body	626

2 TON 6-WHEELER 13.9 H.P. 12' W.B.

Chassis only equipped with 32" x 4" tyres	£535
Chassis with War Dept. type Body	645

FULL PARTICULARS AND PRICES OF

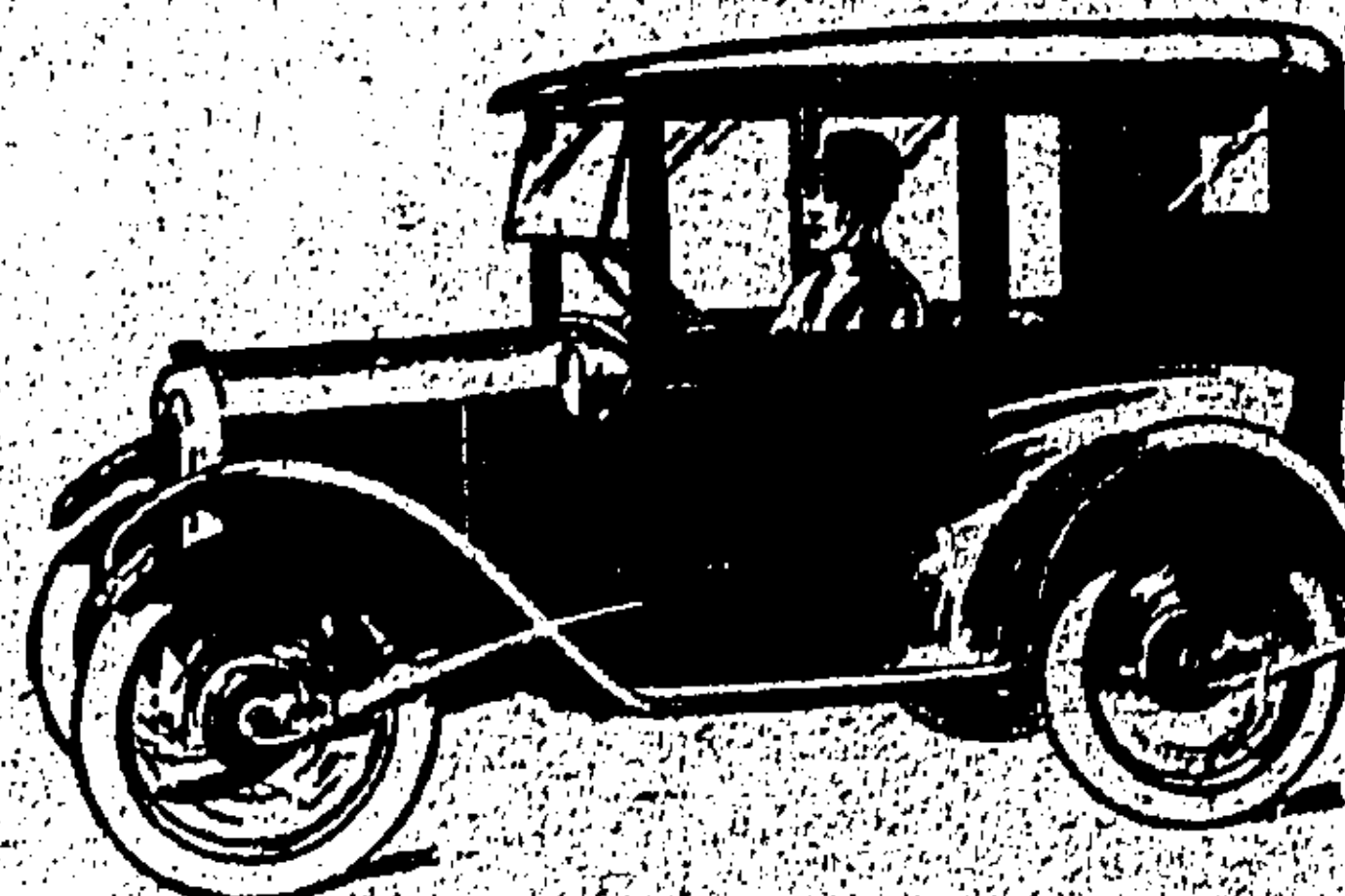
SPECIAL BODIES AND EQUIPMENT

ON APPLICATION.

THE HONG KONG HOTEL GARAGE
25 Queen's Road Central Tel. Central 4759.

THE QUESTION WAS HOW TO REDUCE HIS PETROL BILL.

Then he had a bright idea
and bought an



AUSTIN SEVEN.

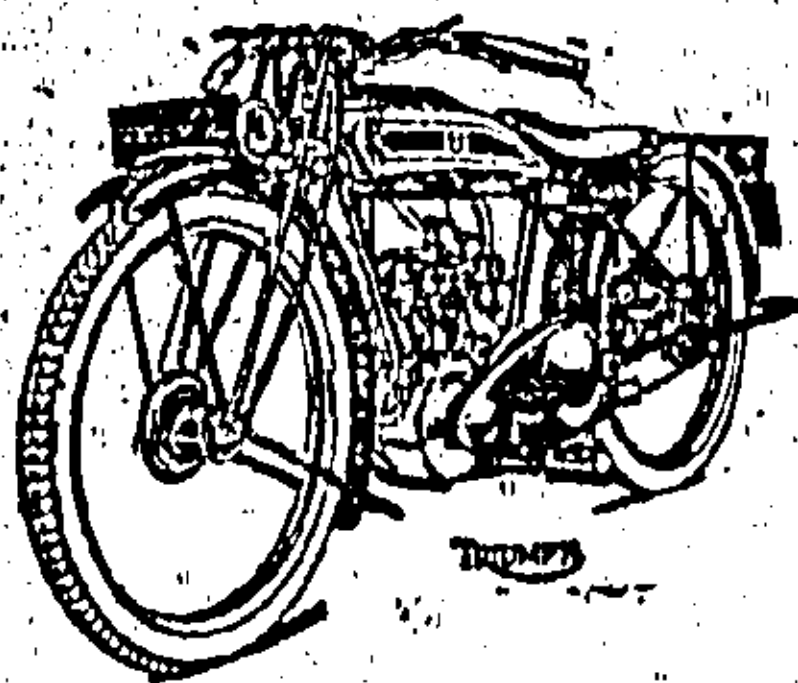
You too can enjoy motoring
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ALEX. ROSS & Co., (China) Ltd.

Prince's Building, 2nd Floor, 100 House St. Entrance.
STOCKS CARRIED

It is always better to buy the best, not in Price but Performance.

EASY PAYMENT PLAN



FRANCIS AND BARNETT

Cycles

From £36:0:0 up.

DOUGLAS E. W.

From £59:0:0 up.

TRIUMPH MOTOR-CYCLES

From £60:0:0 up.

A.J.S. MOTORCYCLES

From £61:0:0 up.

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From £245.00 up.

BUY EARLY.

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STOCKS CARRIED.

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THE HONGKONG AUTOMOBILE ASSOCIATION

A Few Advantages:—

10% Off Motor Car Insurance
Free Legal Advice.
Reliable Drivers Supplied.
Free Mechanical Advice.

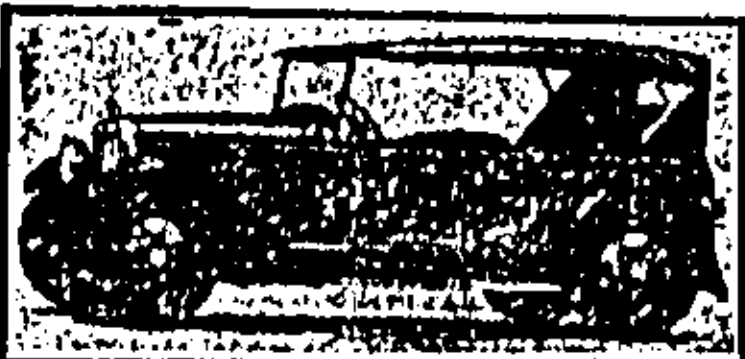
Associate Membership of the R. A. C. and A. A. London.

All Communications for Membership, etc. to

REV. G. E. S. UPSDELL Hon. Secretary.

C/o "Hongkong Telegraph"

NASH LEADS THE WORLD IN MOTOR CAR VALUE.



Engine 6 cylinder,
7 Bearing Crankshaft,
4 Wheel Mechanical Brakes
5 Dia Steel Wheels,
5 Full size balloon cord tyres.

Automatic windshield wiper, air cleaner, oil purifier, petrol filter, coil vent later, force feed lubrication, front & rear bumpers, leather upholstery, hydrolastic gasoline gauge.

Nash Standard Six 5 seater
Fourer £1150.
Nash Advanced Six 7 seater
Tourer £1350.

Prices for other models on application.

Free rides to prospective buyers.

Sole agent for South China:

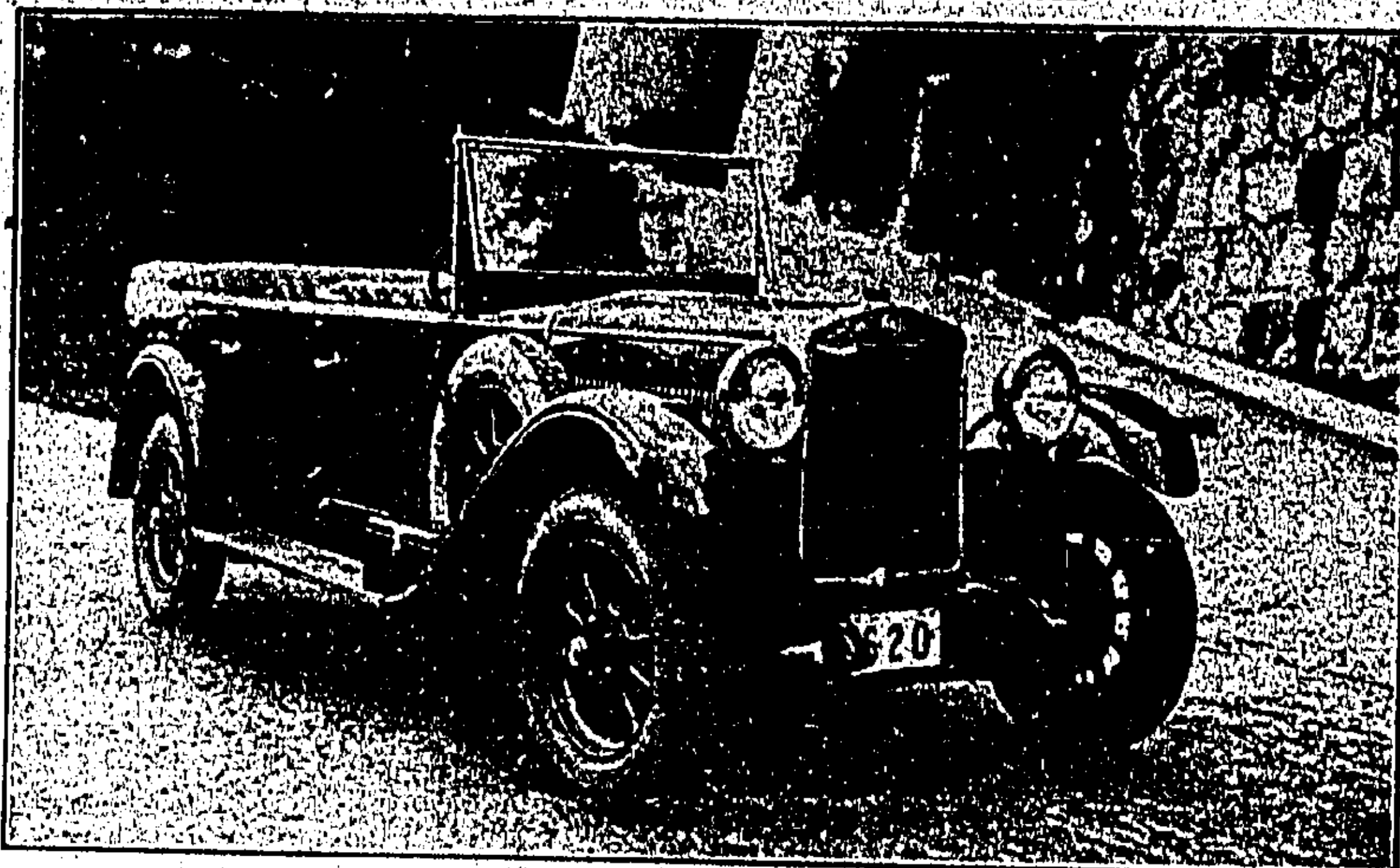
Wong Siu Woon,

21 Pottinger St. Phone C. 1474.

Service Station,
76 Des Vaux Road C.

THE NEW FIAT MODEL 520.

Impressive Local Demonstration.



On a recent evening the writer was privileged to participate in a trial run of a new Fiat Model 520—a car which has been one of this year's sensations in the motoring world.

At the outset one could not fail to be impressed by the handsome appearance of the car, the high-class finish of the body, the nickel plated metal parts and the antique leather upholstery all combining to give a rich and luxurious effect. The straight, clean lines of the low-slung and roomy body are immediately impressive, and it is no exaggeration to say that the ensemble effect is a tribute to the famous Fiat designers.

With a full load of five passengers aboard (and there is ample room for five) the car was taken through the city and Wanchai, to Stubbs' Road, where, in spite of a slow getaway, owing to the traffic sign being against us, the car sailed up in top gear the whole way to the Peak Hotel. Even on the hairpin bend at the junction of Stubbs and Bowen Roads there was no necessity to change down, a fact which says much for the claim that the engine, rated at

white metal. At the front end a torsional vibration damper is fitted. Special alloy pistons are used, the shape of which is such as to avoid any possibility of slapping.

Side-by-side valves are fitted. The valve stems are operated by tappets the working of which is perfectly silent at all engine speeds. The camshaft and dynamo are operated by means of a silent chain. Adjustment of the chain is provided by the dynamo driving pinion. This is mounted on an adjustable support which can be set in position from the outside, thus regulating the chain tension.

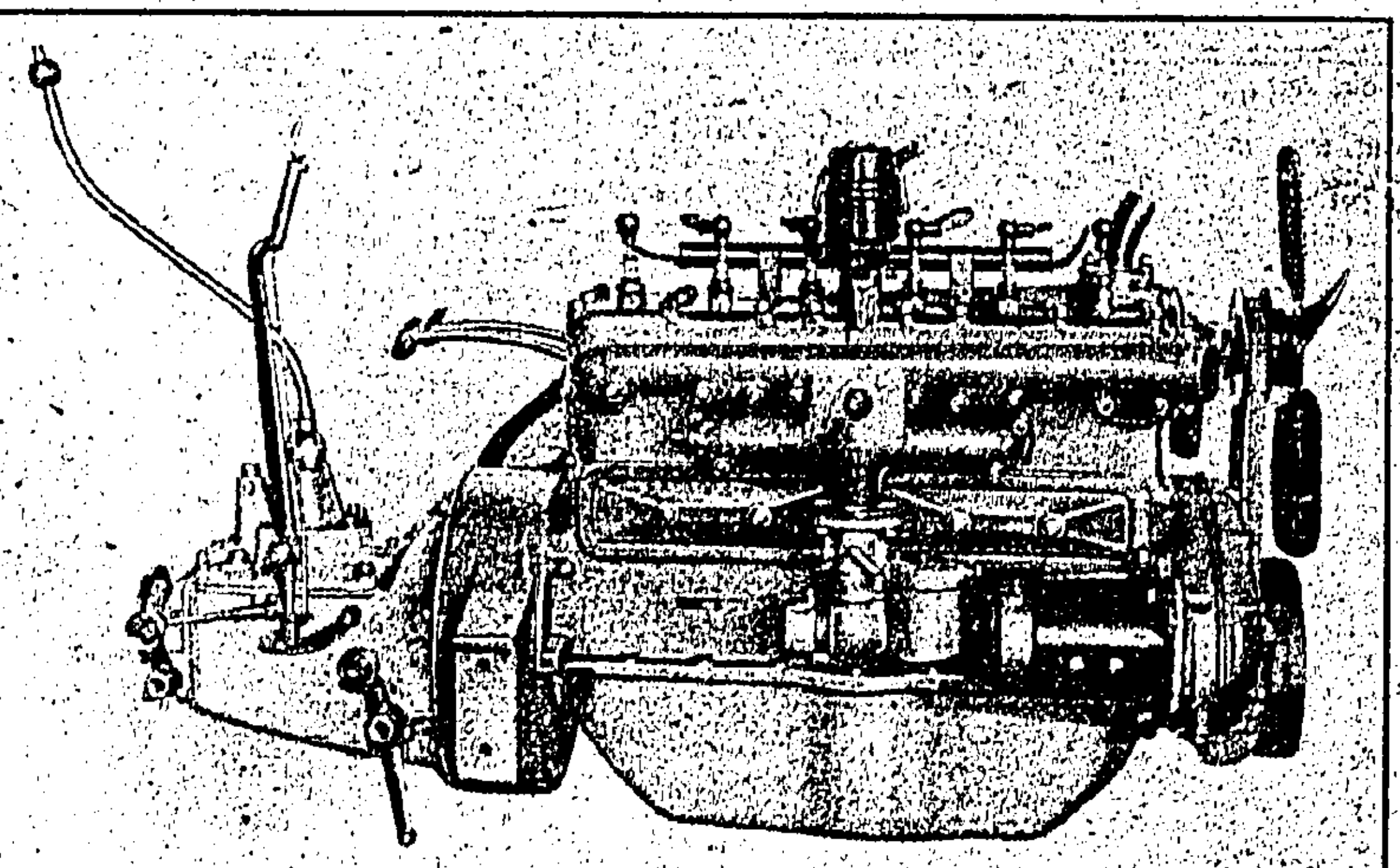
Water circulation is by means of a centrifugal pump which is situated on the upper part of the cylinder block and coupled with the fan, so that the same belt drives both the water pump and fan. The tension of the belt can be regulated by adjusting in position one of the belt driving pulleys. Solex carburettor is fitted. Adjustments for the main air inlet and pilot jet are provided.

form one unit. The gear-box provides four forward speeds, and reverse. Hand brake and gear levers are fitted in the centre.

On the gear lever bottom support a locking device is fitted, so that the gear-box cannot be operated when the safety device is locked.

The rear axle casing is a steel stamping. The final drive is by means of Gleason spiral bevels. An open tubular cardan shaft is fitted, provided with two cardan joints at both ends. The torque is transmitted to the chassis frame through the springs.

The brakes are of the well known Fiat internal expanding self-energizing type acting on both directions. The brake drum has very generous dimensions and the brakes are very efficient. The brake shoes can be easily adjusted from the outside, mid adjustment is also provided for the brake steel cables, whilst the hand lever brings into action only the brakes acting on the rear wheels. The effort required to operate the brakes is comparatively very small, owing to the self-energizing action of the brake shoes.



17 h.p. for home taxing purposes, develops up to 50 h.p. on the brake. The car seemed exceptionally easy of steering and general control, the large one-piece windscreen (adjustable) giving the driver a wide range of vision. On the way back to the city, when travelling through the crowded Queen's Road East, the car was easy of manipulation, answering immediately either to the four-wheel brakes or to the acceleration pedal. The running is particularly silent, while the resilient springing and cushioning gives great riding comfort. The test fully bore out all that the makers have claimed for this latest model—one of which they have every reason to be justly proud.

Petrol consumption is very economical, being at the rate of one gallon to every 23 or 25 miles.

The Engine.

As regards the engine, the six cylinders are cast "en bloc," with detachable cylinder head. This provides a specially shaped combustion chamber, which, whilst attaining the same efficiency as the semi-spherical type is free from the troubles which are peculiar of the latter type. The crankshaft, which is perfectly balanced, is supported by 7 phosphor bronze bearings lined with anti-friction

The petrol feed is by means of a rear main tank and an auxiliary "vacuum" tank fitted on the dashboard. The carburation is of the "hot spot" system as the inlet pipe is connected to the exhaust manifold in order to facilitate starting and obtain a more efficient carburation by warming the mixture. The lubrication is by pressure, by means of a gear pump which is placed in the sump and is fitted with an aspiration filter. A second filter is fitted in correspondence to the external union on crankshaft (on the side of the filter) from which starts a tube which conducts a part of the oil to the purifier placed on the dashboard. From the purifier starts a tube which is joined to the manometer, and another tube recondenses the purified oil to the sump.

Ignition is by means of a coil and battery. The distributor is situated on the engine in a very accessible position. The ignition advance is 35° degrees, twenty of which obtained automatically and fifteen by a hand control.

Transmission.

The clutch is of the single disc type, and the clutch discs are lined with ferrodo. It is very light and progressive and makes gear changing a quick and easy operation. Engine, clutch and gear-box

The springing is by means of long semi-elliptic springs of great flexibility. Shock absorbers are also fitted front and rear.

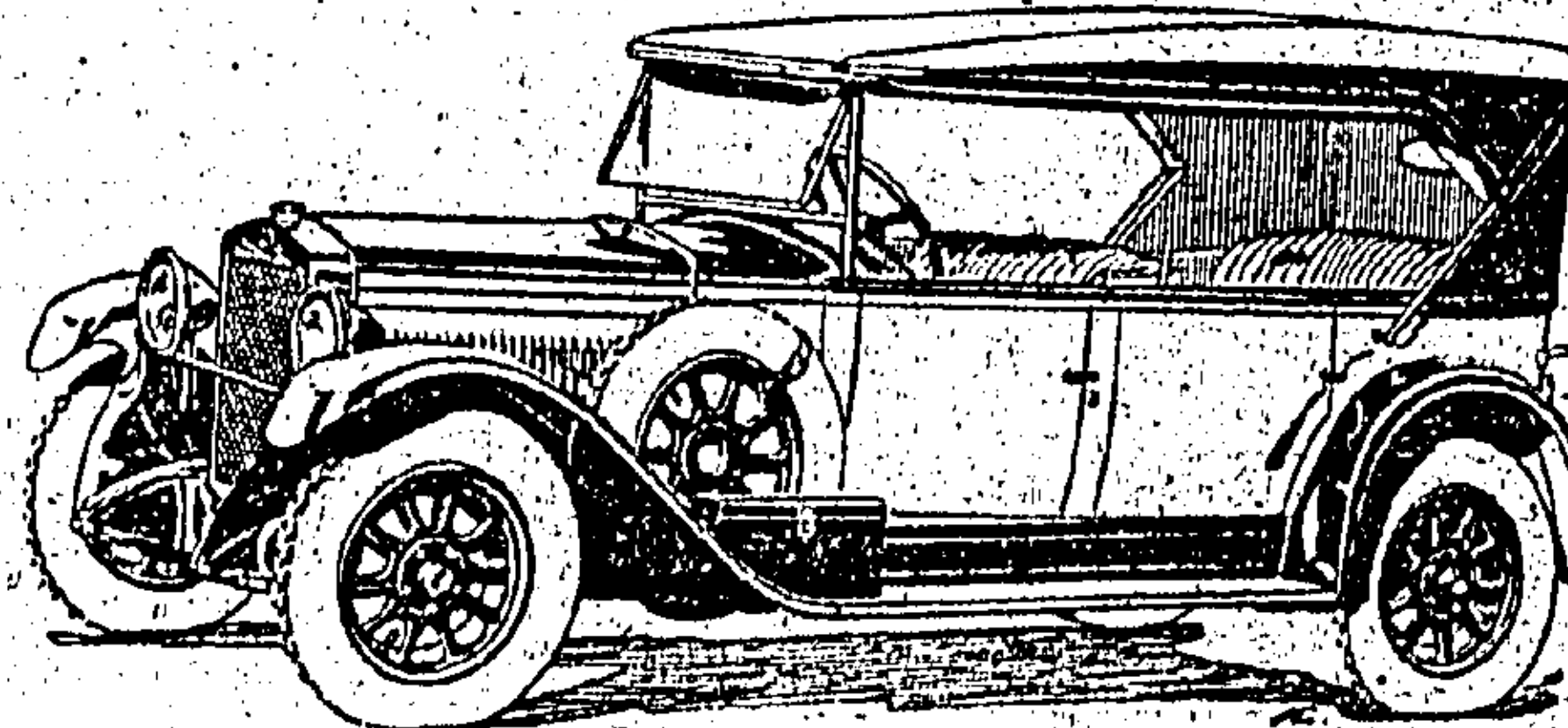
The lighting set includes a 12 volt dynamo with voltage regulation by means of a third brush, a battery, a self starter and an instrument board, incorporating an ammeter, an oil gauge, a speedometer, a clock and 2 switches. The switch fitted in the rear side controls the head and side lamps. The switch fitted on the offside controls the coil ignition and the instrument board light, which illuminates the instrument dials by means of a diffused light. On the steering wheel hub there are a hand lever controlling the ignition advance, a knob operating the anti-dazzle lights and the centre push button for the electric horn.

On the dash board there are also two controls operating the accelerator and the air strangler for easy starting.

Steel artillery wheels are fitted on which Michelin Bibendum 14" x 45" tyres can be mounted.

Further shipments of this fine car are early expected, and all interested are advised to inspect the model now on display in the Fiat Showroom, David House, Des Vaux Road.

FIAT Mod 520



SOC. ITALIANA. IMP. ESP. ESTREMO ORIENTE. LIMITED.

Managers: A. GÖRKE AND COMPANY.

SHOWROOM, WORKSHOP AND GARAGE,

67, Des Vaux Road, Central

Telephone Central 4821.

BARGAINS IN USED CARS

FOUR SPECIAL OFFERS.

MORRIS-OKFORD:— Touring Car 1924 Model, 5 seater, 13.9 h.p. Owner Driven, Mileage 17,000 H. K. \$1,500.00

MORRIS-COWLEY:— Roadster 1927 Model, 4 seater, 11.9 h.p. Owner Driven, Mileage 7,000 H. K. \$1,300.00

MORRIS-COWLEY:— Touring Car 1924 Model, 4 seater, 11.9 h.p. Owner Driven, Mileage 14,000 H. K. \$950.00

STUDEBAKER LIGHT 6:— Touring Car 1922 Model, 5 seater 25 h.p. Owner Driven, Mileage 21,000 H. K. \$750.00

MORE RECORDS.

Made by Studebaker.

Atlantic City, N. J. May 3.—The President Eight, leader of Studebaker's line of champion automobiles, has established 12 new speed records for fully equipped stock closed cars by travelling 2,000 miles in 1654 minutes. It was announced here to-day.

The President's new accomplish-

ment gives Studebaker possession of every official American endurance and speed record for fully equipped stock cars—closed as well as open—from 5 miles to 25,000 miles.

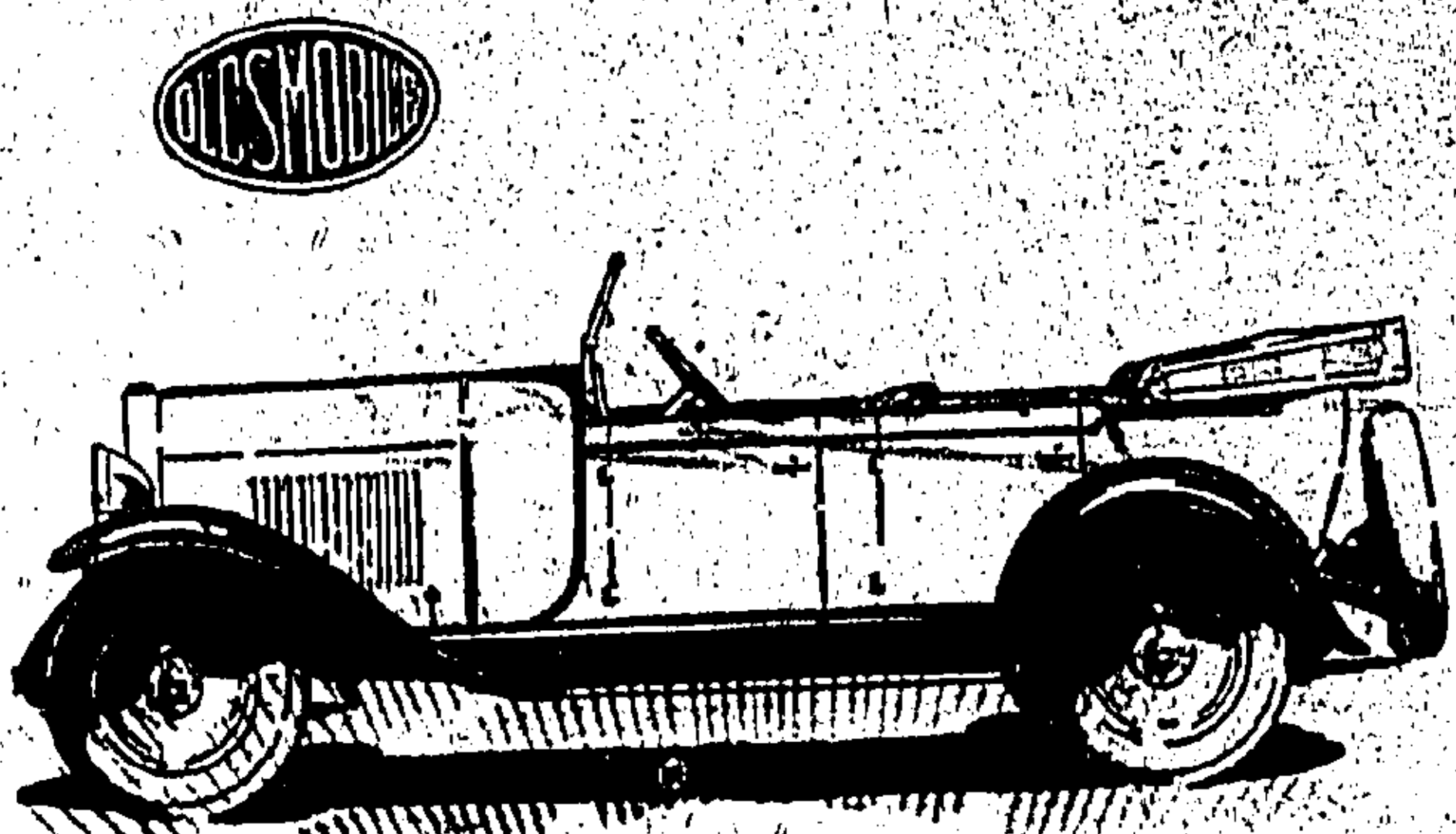
The President's sensational run began at 2.25 o'clock on the afternoon of April 23, at the Atlantic City Speedway. Every lap of the entire test was timed and checked by officials of the American Automobile Association who have certified the President's new records.

An average speed of 72.5 miles

per hour for the entire 2,000 miles was made by The President. Both before and after the run the car was checked by the A. A. A. Technical Committee, which certified it to be a strictly stock model.

The President's run eclipses the performances of automobiles containing two or more times as much and gives Studebaker undisputed supremacy in the fully equipped stock car speed field. The Studebaker Commander, Director and Erskine Six all hold speed and endurance records in their price classes.

THE HONG KONG HOTEL GARAGE
25 Queen's Road Central Tel. Central 4759.



1,177,000 MILES OLD.

Round and round the four mile track at the General Motors Proving Ground went the Oldsmobile experimental cars. Thousands after thousands of miles over all types of roads. Up hill and down hill, at all speeds; tested on grades up to 28 per cent; back and forth through water hub deep. Thus these first cars received their baptism in order that your motor car might be made the finer.

Through the results of this testing and re-testing, checking and re-checking, each item recorded accurately, the Oldsmobile Six was fashioned and formed.

The great resources of the General Motor Corporation were concentrated so that this fine car of low price might be produced—and proved before the first one was ever offered for sale.

The great New Oldsmobile comes to you absolutely new—yet 1,177,000 miles old.

THE DRAGON MOTOR CAR CO., LTD.
Telephone C. 1246—33, WONG NEI CHUNG ROAD.
Telephone C. 3500—33, DES VŒUX ROAD CENTRAL.

A FINE CAR OF LOW PRICE.

TYRE MILEAGE

How It May be Increased.

Akron, O., May 28.—Tyre mileage may be increased 1,000 per cent. in some instances, by giving a few hours time at little cost to proper wheel alignment, according to Miller tyre engineers in an explanation of the economy of proper wheel alignment on tyres. It is estimated that 80 cars out of every hundred, after the first year, do not have proper wheel alignment. Most motorists do not know of this nor the relation that correct wheel alignment bears to the longevity of tyres, it is explained. Having wheels properly adjusted twice each year will often add from 100 per cent to 1,000 per cent to the mileage of affected tyres. Leaving the car in the hands of a competent mechanic for a few hours pays dividends in tyre wear.

Tyre engineers say that the greater percentage of motorists are not aware of different angles of their four wheels. There are certain prescribed positions in which all four wheels of a car must run if tread wear is equally distributed on tyres. Generally, as long as the car steers fairly well the average motorist is innocent of any misalignment in his wheels. Yet, engineers say, all of his tyres may be going to premature destruction because his wheels are out of line—if only slightly out of line.

Slightly bent axles, sprung steering arms and other parts of the steering mechanism and front wheel gear all contribute to spotty tread wear and tread wear on one side of the tread, tyre engineers point out. Brakes on the rear wheels, and on all four wheels where a car has four-wheel brakes, contribute to premature tread wear. Brakes that are not equalized, so that all the brakes, on the car affect the wheels in their proper braking relation, cause tyre wear by giving the brunt of the braking to the wheel or wheels on which the brakes are the lightest. Tyre engineers say that a few hours at little cost spent in having wheels aligned and brakes adjusted is a precaution of great tyre economy.

BABY CAR WAR.

Clyno Company Enters the Field.

Another big surprise is about to be sprung on car owners and the motor industry, says the Daily Mail motoring correspondent, writing on June 2nd.

The fight for the very small-car market has begun in earnest. Another firm has entered the field. This is the Clyno Engineering Company (1920), Ltd., of Wolverhampton, which is about to place on the market in large quantities a small car, which I am told on excellent authority is to be sold at about £115.

The secret of this little motor-car has been preserved even more successfully than was that of the Morris 7, inasmuch as the car is ready for production on a large scale.

Start To-day.

The order to "go" will be given to-day at the factory, and the first deliveries will begin within a fortnight. In a few weeks it is hoped to turn out from 200 to 300 cars a week.

Sir Herbert Austin, by whose genius the baby Austin was developed so successfully, stated that he knew that the Morris car was to be produced. But it is extremely doubtful whether either he or Mr. W. R. Morris had any idea of the existence of this other little car.

Yesterday none of the numerous agents of the Clyno Company had an idea that the car was in existence. Printers who were instructed to prepare the specifications were pledged to secrecy.

As with the Morris, the car was camouflaged during tests, having a dummy radiator and bonnet. Two men also pledged to secrecy assembled the test car in a shed away from the main factory.

Secret new Factory.

Even the purpose of the immense new factory at Bushbury, near Wolverhampton, was cloaked. It was generally assumed it was intended for an increased production of the ordinary Clyno family car.

This, to an extent, was true, but a large part of the factory was also specially equipped for the production of the small car.

The reason for secrecy is obvious. Mr. Morris has not yet revealed the price at which he is to market his 7-h.p. model. But he is not quite ready to go into production. The Clyno Company is ready.

What influence will this new £115 car, a remarkable achievement in cheap motoring, have on the price of the baby Austin, which is marketed at £135, and the forthcoming Morris?

When the Daily Mail announced, much to Mr. Morris's surprise, the arrival of the Morris 7-h.p. model, both he and Sir Herbert Austin blandly stated that there was no small-car fight.

Mr. Frank Smith.

To-day there is no doubt about a small-car fight, and it has begun. The new personality in the war is Mr. Frank Smith, managing director of the Clyno Company.

His career has been very much on parallel lines with that of Mr. Morris. Both started by making motor-cycles on a very small scale in the earliest days of the industry.

Mr. Smith graduated to cars, starting at first in a small way and then turning to quantity production. He is a modest retiring man, whose whole life has been devoted to work.

There are other firms making very small cars, but the big three of the moment in whom interest is chiefly centred are Sir Herbert Austin, Mr. W. R. Morris, and Mr. Frank Smith.

All have very large resources. For the mass production of the new Clyno, machinery valued at more than £120,000 has been installed.

Full Equipment.

"The new car will," I am told, be slightly larger than the Morris and the Austin. It will be rated at about 9-h.p. The first models will be of the touring type with complete all-weather equipment.

The engine is an orthodox four-cylinder water-cooled unit, with a 3-speed gear-box, full electrical equipment, including self-starter and extras such as a windscreen wiper. Four-wheel brakes will be standard.

The car is not intended to compete with the existing Clyno models. It is built to compete in the new and growing baby-car market.

The war that has now begun means very cheap motoring indeed. It will cut right into the motor-cycle and sidecar combination market. It is the most interesting development of recent years.



HONGKONG DELIVERED PRICES.

ERSKINE SIX

N.A.C.C. Horse Power Rating	18.15	Brake H.P.	43 at 3000 Revolutions.
Piston Displacement	180.37 Cu. In.	Wheel Base	107 inches. Speed 62 M.P.H.
Tourer	5 passenger	Nett Weight	2293 lbs. ... G81,150
Club Sedan	5 passenger		2437 " ... 1,150
Roadster	4 passenger		2397 " ... 1,200
Cabriolet	4 passenger		2397 " ... 1,200
Sedan Royal	5 passenger		2537 " ... 1,350

All prices include Wire Wheels, Leather Upholstery, Front and Rear Bumpers, Extra Tire and Tube, Extra Bulb Horn, Shock Absorbers.

DIRECTOR SIX

N.A.C.C. Horse Power Rating	17.34	Brake H.P.	70 at 3000 Revolutions.
Piston Displacement	241.6 Cu. In.	Wheel Base	113 inches. Speed 65 M.P.H.
Tourer Royal	5 passenger	Nett Weight	3070 lbs. ... G81,450
Roadster	4 passenger		3030 " ... 1,500
Tourer Royal	7 passenger		3080 " ... 1,550
Club Sedan	5 passenger		3155 " ... 1,600
Sedan Royal	5 passenger		3235 " ... 1,700

All prices include Disc Wheels, Leather Upholstery, Front and Rear Bumpers, Extra Tire and Tube, Extra Bulb Horn, Shock Absorbers.

COMMANDER SIX

N.A.C.C. Horse Power Rating	36.04	Brake H.P.	85 at 3000 Revolutions.
Piston Displacement	353.8 Cu. In.	Wheel Base	120 inches. Speed 71 M.P.H.
Roadster Regal	4 passenger	Nett Weight	3318 lbs. ... G81,900
Club Sedan	5 passenger		3453 " ... 1,950
Cabriolet Regal	4 passenger		3498 " ... 2,000
Sedan Regal	5 passenger		3530 " ... 2,000

All Prices include Disc Wheels, Leather Upholstery, Front and Rear Bumpers, Extra Tire and Tube, Extra Bulb Horn, Shock Absorbers, Luggage Grid.

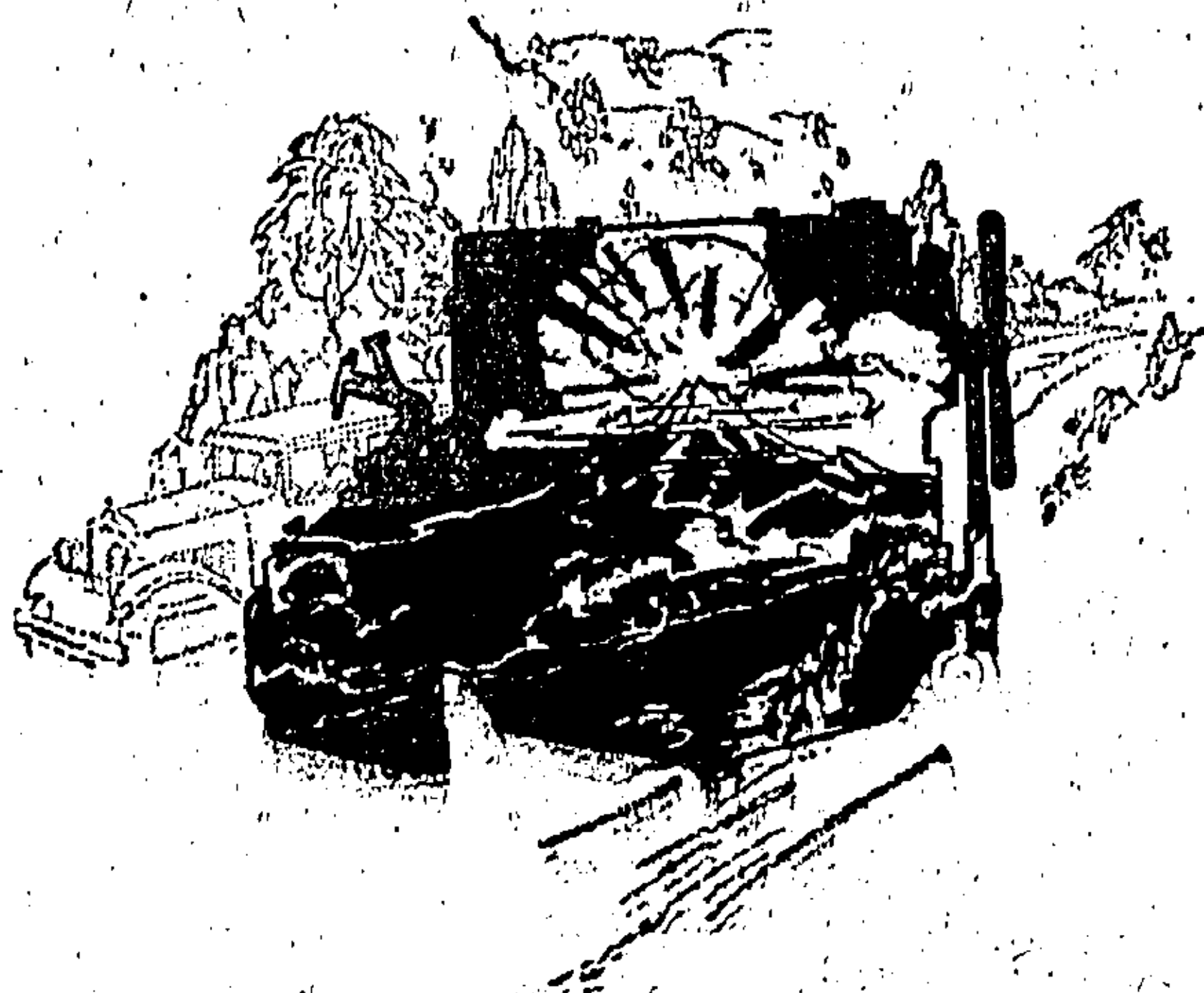
PRESIDENT EIGHT

N.A.C.C. Horse Power Rating	36.45	Brake H.P.	100 at 3000 Revolutions.
Piston Displacement	313 Cu. In.	Wheel Base	131 inches. Speed 60 M.P.H.
Tourer State	7 passenger	Nett Weight	3760 lbs. ... G82,500
Sedan State	7 passenger		4036 " ... 2,650
Berline State	7 passenger		4085 " ... 2,700
Limousine State	7 passenger		4096 " ... 2,900

All prices include 6 Wire Wheels, Choice of Upholstery, Front and Rear Bumpers, Extra Tires and Tubes, Extra Bulb Horn, Shock Absorbers, Luggage Grid.

THE HONG KONG HOTEL GARAGE
25 Queen's Road Central Tel. Central 4759

Change Oil Every 1,000 Miles
Reason Number 4—Carbon



You cannot stop carbon from forming in your motor car engine. It forms in every engine. And you cannot prevent bits of engine carbon from entering and contaminating your crankcase oil. If you have driven your car for 1,000 miles you may be sure that your oil contains a dangerous amount of carbon particles.

All substances which contain carbon, when burned, give off smoke. Start a bonfire of papers. The papers turn into smoke. All smoke contains soot. All soot is carbon.

There are countless little bonfires of benzine and oil burning inside your engine cylinders when

you are operating your motor car. Because benzine and oil both contain carbon, a residue of carbon soot always remains behind in the combustion chambers.

Carbon is hard. Diamonds are made of carbon. Particles of this hard, carbon soot work their way by the piston rings, collect in the crankcase oil, where they steal engine power and wear costly engine parts.

Fresh oil is always cheaper than repairs. Drain the carbon-laden oil from your crankcase every 1,000 miles. Refill with the correct grade of Mobiloil. Changing oil will give your car more power—more miles of trouble-free operation.



VACUUM OIL COMPANY

BIG MERGER.

Official Statement of Chrysler Corporation.

Mr. Walter P. Chrysler's proposal for the purchase of Dodge Brothers

motor car Co. was ratified by the Dodge Bros. Directors and the Directors of the Chrysler Corporation on June 1st, 1928.

The purchase price has not been announced officially but is reputed to be in the neighbourhood of U.S.\$133,000,000.

For the purchase and absorption of Dodge by the Chrysler Corp. to become effective, it is necessary that the Shareholders now approve the action of their Directors.

This move on the part of Mr. Walter P. Chrysler puts him in the position of being the outstanding leader in the motor car industry and places the Chrysler Corporation in a most advantageous position in both the domestic overseas markets.

WILL SOON ARRIVE!!

MODELS OF THE FAMOUS

MONET & GOYON

MOTOR CYCLES.

Winners of hundreds of first prizes in French and International Competitions, including Championship of France in 1924, 1925, 1926, and 1927, and holders of many world Records.

For particulars apply: 46, Nathan Road, Kowloon.

STUDEBAKER COMMERCIAL CARS

HONG KONG DELIVERED PRICES.

ERSKINE SIX TRUCK.

R.A.C. Horse-Power Rating 18.15.
Brake Horse-Power 45 at 3,000 Revolutions.
Piston Displacement 160.37 Cubic Inch. Wheel-Base 107 inches.
Speed 46 M.P.H.

1/2-TON.	Net Weight	F.O.B. Factory Price	Extra	Delivered Price	Weighted Price
Delivery Chassis	1,640 lbs.	G\$ 650	G\$ 90	G\$ 140	G\$ 880
Screen Delivery Truck	2,437 lbs.	795	90	285	1,170
Panel Delivery Truck	2,500 lbs.	820	90	290	1,200

Price Includes: Bulb Horn, Bumpers, Snubbers, Spare Rim—Tire and Tube 30 x 5, Cowl and Instrument Panel.

DIRECTOR SIX TRUCK.

R.A.C. Horse-Power Rating 27.34.
Brake Horse-Power 70 at 2,800 Revolutions.
Piston Displacement 241.6 Cubic Inch. Wheel-Base 113 inches.
Speed 50 M.P.H.

1/2-TON.	Net Weight	F.O.B. Factory Price	Extra	Delivered Price	Weighted Price
Delivery Chassis	2,375 lbs.	G\$ 925	G\$ 95	G\$ 180	G\$1,200
Screen Delivery Truck	3,380 lbs.	1,195	95	465	1,755
Panel Delivery Truck	3,390 lbs.	1,195	95	470	1,760
Estate Car and Bus	2,430 lbs.	1,495	95	470	2,060

Price Includes: Bulb Horn, Bumpers, Snubbers, Five Disc Wheels, Spare Tire and Tube 32 x 6, Cowl and Instrument Panel.

ARLINGTON SIX TRUCK.

R.A.C. Horse-Power Rating 27.34.
Brake Horse-Power 70 at 2,800 Revolutions.
Piston Displacement 241.6 Cubic Inch. Wheel-Base 116 inches.
Speed 45 M.P.H.

1-TON.	Net Weight	F.O.B. Factory Price	Extra	Delivered Price	Weighted Price
Express Chassis	2,552 lbs.	G\$1,295	G\$100	G\$ 185	G\$1,580
Arlington Funeral Car	3,995 lbs.	2,385	100	515	3,000
Bellevue Ambulance	4,040 lbs.	2,500	100	520	3,120

Price Includes: Bulb Horn, Bumpers, Snubbers, Five Disc Wheels, Spare Tire and Tube 32 x 6, Cowl and Instrument Panel.

BIG SIX SPEED TRUCK.

R.A.C. Horse-Power Rating 36.04.
Brake Horse-Power 85 at 2,800 Revolutions.
Piston Displacement 353.8 Cubic Inch. Wheel-Base 158 inches.
Speed 50 M.P.H.

1 1/2-TONS.	Net Weight	F.O.B. Factory Price	Extra	Delivered Price	Weighted Price
Express Chassis	3,115 lbs.	G\$1,785	G\$115	G\$ 240	G\$2,140
De Luxe Funeral Car	4,606 lbs.	2,985	115	760	3,860
De Luxe Ambulance	4,696 lbs.	3,185	115	760	4,060

Price Includes: Bulb Horn, Bumpers, Hydraulic Absorbers, Five Disc Wheels, Extra Tire and Tube 34 x 7.30, Cowl and Instrument Panel.

BIG SIX MODEL "75" JUNIOR TRUCK.

R.A.C. Horse-Power Rating 36.04.
Brake Horse-Power 85 at 2,800 Revolutions.
Piston Displacement 353.8 Cubic Inch. Wheel-Base 158 inches.
Speed 55 M.P.H.

2-TONS.	Net Weight	F.O.B. Factory Price	Extra	Delivered Price	Weighted Price
Chassis	4,400 lbs.	G\$2,410	G\$120	G\$ 240	G\$2,770
Police Patrol	4,708 lbs.	4,410	120	760	5,290
Sedan Bus (15-pass)	7,130 lbs.	4,820	120	870	5,810

Price Includes: Bulb Horn, Hydraulic Absorbers, Bumpers, Five Disc Wheels, Extra Tire and Tube 34 x 7.30, Cowl and Instrument Panel.

BIG SIX MODEL "76" SPECIAL TRUCK.

R.A.C. Horse-Power Rating 36.04.
Brake Horse-Power 85 at 2,800 Revolutions.
Piston Displacement 353.8 Cubic Inch. Wheel-Base 184 inches.
Speed 50 M.P.H.

2 1/2-TONS.	Net Weight	F.O.B. Factory Price	Extra	Delivered Price	Weighted Price
Chassis	4,600 lbs.	G\$2,775	G\$120	G\$ 255	G\$3,150
Sedan Bus (19-pass)	7,420 lbs.	5,235	120	865	6,240
Parlor Car (20-pass)	7,350 lbs.	5,395	120	1,025	7,540
Observation Car (22-pass)	7,350 lbs.	5,395	120	1,025	7,540

Price Includes: Bulb Horn, Bumpers, Hydraulic Absorbers, Seven Disc Wheels, Extra Tire and Tube 32 x 6.75, Cowl and Instrument Panel.

BIG SIX MODEL "75" HEAVY DUTY TRUCK.

R.A.C. Horse-Power Rating 36.04.
Brake Horse-Power 85 at 2,800 Revolutions.
Piston Displacement 353.8 Cubic Inch. Wheel-Base 184 inches.
Speed 46 M.P.H.

3-TONS.	Net Weight	F.O.B. Factory Price	Extra	Delivered Price	Weighted Price
Chassis	5,290 lbs.	G\$3,275	G\$120	G\$ 255	G\$3,650
Street Car (22-pass)	8,550 lbs.	5,895	120	1,025	7,040

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HINTS FOR THE MOTORIST

ALBERT L. CLOUGH

THE SQUEALING-BRAKE NUISANCE.

The infinite thought and labour that auto designers have expended to make the power plants of cars run almost noiselessly, seems to have been largely thrown away if there is to be a chorus of fiendish shrieks from the brakes, every time a traffic light "goes red." Dominant brake noise has become the chief auditory annoyance of city streets and must be overcome, if our nerves are to be saved. Brake squeak is caused by a particle of some hard substance, attached to the lining (a piece of the brass wire or of gravel or a rivet head), scratching on the drum surface, when the drum is free to vibrate sonically, because it is not "damped" by an even contact of the brake fabric all around it. The remedies are: First, To eliminate hard materials of all kinds from the working surface of the lining or between the lining and the drum and second, To keep the drum from being able to produce sound, by assuring that the fabric is evenly pressed upon its surface throughout its working length, thus muffling or muting it. Embedded particles in fabric can sometimes be washed out by flushing with a stream of water or by removing the band and going over the fabric with a wire brush. If fabric is worn so deeply as to expose its brass wire backing, it is time to replace it. Rivet heads that are found flush with the fabric surface should be countersunk. Rubbing the fabric surface sparingly with dry powdered graphite, tends to discourage the adhesion of hard foreign particles. The drums of late cars are being made of harder steel, from which particles are less likely to be torn off and forced into the lining, when the drums become very hot and abrasive particles are present. Smoothing the drum surface reduces the noise caused by hard particles in the lining. To prevent the drum from giving out sound vibrations, it should run true, the band should be a perfect circle, and its adjustment should be such that it contracts upon the drum with equal pressure throughout its length. To accomplish this, not only the end adjustments must be such as to give uniform clearance, on release, but the back anchor support must be properly set and perfectly free, so as to permit the band to conform as it should. If upon testing lining clearance, by means of a metal "feeler," points are still found where it is less than at others, the squealing produced at these points

can sometimes be stopped by creating similar points diametrically opposite them. This is done by inserting thin metal shims between the lining and the band. If service breaks squeak on rear wheel drums, the noise can usually be prevented by simultaneously applying the hand brakes, if they act on the same drums.

Question.—When I first start my car, the oil-gage shows no pressure and sometimes I drive for fully a mile before any is indicated and then rarely over five pounds; but there are times, at speeds of 30-35 m.p.h. when a pressure of 30 pounds is shown and then it will drop to four or five and stay there. They cannot seem to help me at the service station. Can you suggest anything?

Answer.—We assume, that you have fully investigated the possibilities of a clogged strainer and sludge or water in the oil. Air-leakage into the suction side of the pumps is one common cause of irregular action, but we do not believe this is likely in your case. The first thing we should do is to replace the oil-gage with a new one, to eliminate the possibility that it may be defective and may be indicating pressure deficiencies which do not exist. If the new gage shows the same shortcomings in pressure, we should turn attention to the pressure relief valve, as it may be faulty action of it, that is causing the trouble. Inconsistency in the action of the by-pass valve sometimes disturbs oil pressure conditions very seriously and irregularly. If none of these suggestions help you, please write us again.

Question.—When I shift my Ford into high-gear, there is a very annoying chattering until a speed of about 8 m.p.h. is reached, when operation becomes quiet, but when I slow down to 8 m.p.h. the chattering begins again. The pedal vibrates, when this noise occurs. The whole transmission has been taken out and inspected, but nothing wrong found. What do you think causes this trouble?

Answer.—Probably there is lost motion somewhere in the transmission line, which shows up when the engine is running, perhaps a little jerkily at low speed, but is not apparent when the engine is running fast and steadily. We do not know where you will find this backlash. Did you examine carefully to see if the clutch drum is keyed perfectly tight on the transmission shaft? You may find the trouble there.

ABOUT SPARK PLUGS.

Dangers of "Reconditioning."

A recent court decision of the U.S. district court of New York ordering some 50,000 reconditioned and cleaned spark plugs dumped into the Atlantic ocean, brings out the importance of having only good plugs in the motor.

This judgment stopped a large business in the sale of old spark plugs as new. Motorists would stop at garages and have their plugs changed. The discarded plugs would be bought up at a few cents each by the persons now stopped from this illicit trade, would then be cleaned and put back into cars.

The garage man buying these at low cost would then sell them to innocent motorists at about the same price good ones would bring. And the motorist would discover his mistake after driving a few miles.

The suit that stopped this business brought out the way the defendants "reconditioned" the old spark plugs. They would direct a sand-blast into the ends of the plugs in order to clean out the carbon and make the plugs appear as new.

At the same time, however, this treatment would destroy the glaze on the porcelain and would wear and reduce the size of the electrodes.

The glazed porcelain would therefore be porous enough to permit oil and gasoline to seep through and cause leakage of the electricity that otherwise should be concentrated at the points. Weak explosions would result. In many cases the spark plugs would be entirely short circuited.

By wearing away the electrodes, the sand blasting method would

open the spark gap so wide that no spark could be obtained and misfiring would result. Ordinarily the spark gap should be equal to the thickness of a thin dime or a calling card.

With the introduction of higher compression engines, the spark gap has to be even narrower to overcome the highly compressed gas.

It was further disclosed that the "reconditioned" spark plugs were even of less use than when they were discarded by their original owners. After going through the cleaning and rebuilding process, in which new but unsuitable gaskets were used, the plugs would be subject to more gas and electrical leakage than when they were first taken out of the engine.

Sometimes a new electrode would be installed. But it would not be of the proper type for perfect operation. The electrodes have to be of the proper manganese-nickel alloy to avoid expansion under terrific heat. If the electrode expands, it will break the porcelain around it and cause gas and electrical leakage.

It is essential, therefore, that only brand new spark plugs, of acknowledged superiority in manufacture, be used. A poor grade plug will cause poor throttling, poor pick-up, missing on hard pulls and high speed, and loss of power through gas leakage.

But even the best plugs deteriorate through use and gradually lose their efficiency. The glaze wears off. The points wear down. The parts loosen up. And oil and gas leak through.

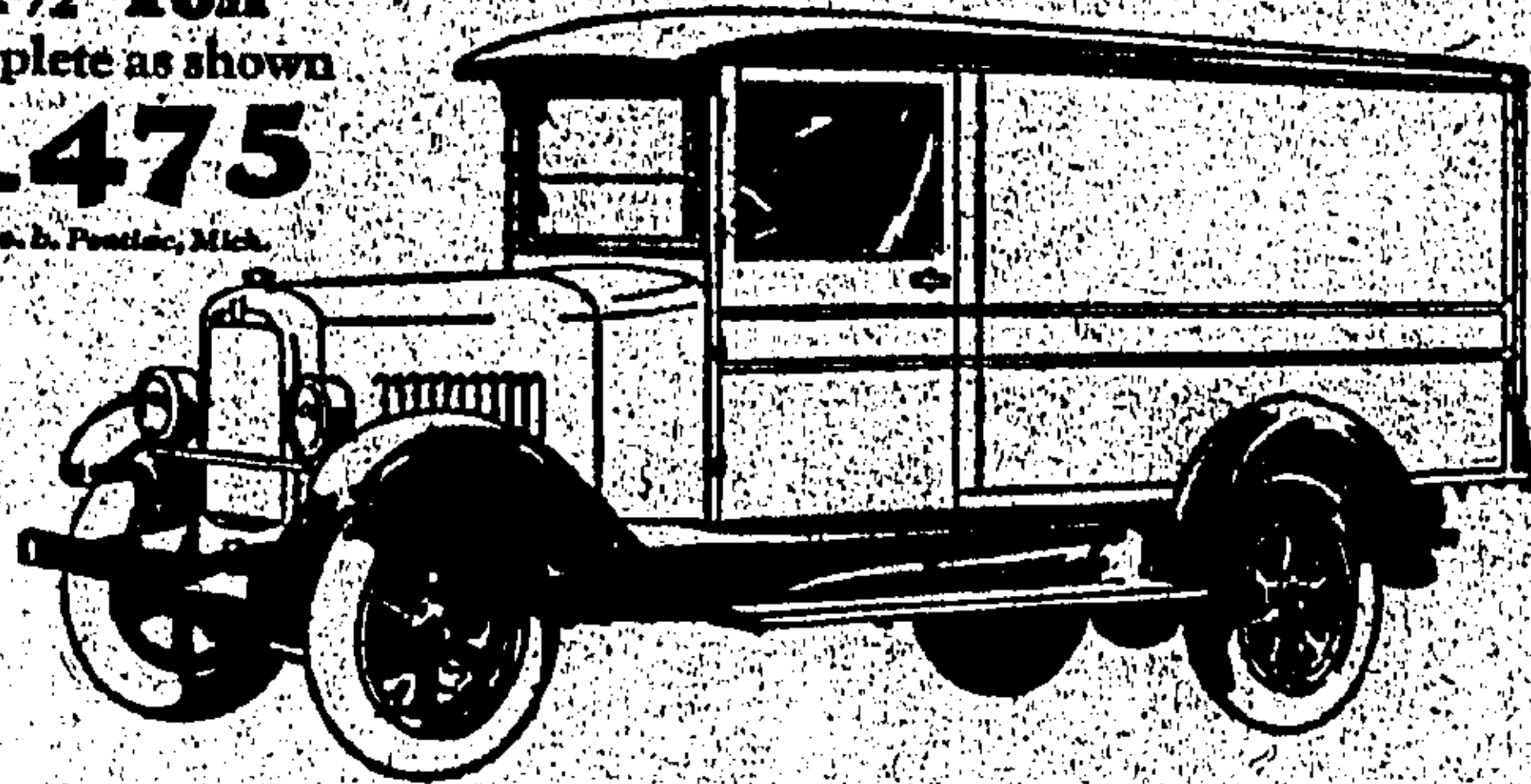
If your car has been driven over 10,000 miles and is not working properly, check on your spark plugs.

Pedestrian Hard Hit.

Automobile accidents in California last year involved more than 8000 pedestrians. Of these, more than 2000 were children under 14.

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Six Cylinder Engine
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Two Ton - \$1250
(propeller drive)
Two Ton - \$1250
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prices ranging from
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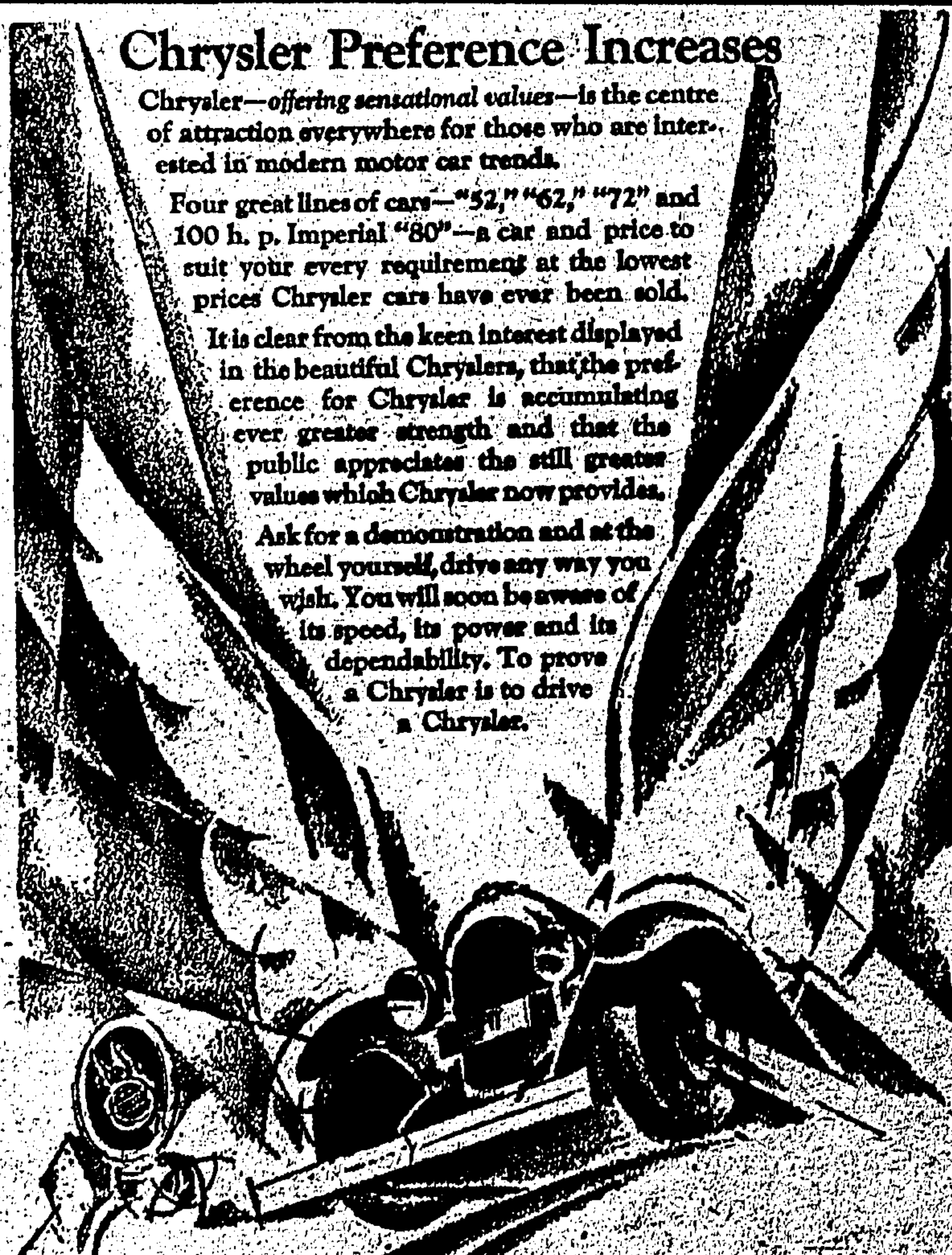
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Children's and Ladies' Shoes, Voiles and Boys' Clothing, Hats, Ties, Shirts, Underwear, etc.

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The Very Idea!

The Long Arm of Coincidence. Yet another ring story. It is from a Malvern resident who writes as follows: "Some years ago my father, going to tea with cousins, got out of an Inner Circle train at South Kensington Station. As he did so his signet ring fell off his finger."

"Being in a hurry he asked a porter to look for the ring; but when he returned later the porter said that he had searched the line but had seen no sign of the missing property."

"Just then an Inner Circle train came in, and my father said: 'I got out of a carriage just here.' And there, on the footboard of the carriage, was his signet ring."

"One is naturally an early riser or a heavy sleeper," says a writer. Day in, day out, I toil and slog. As someone else's under dog. For payment which is just the same.

As when to his employ I came. And thus, with prospects dull and dead.

I lie long in my cosy bed Without a spur to ginger me Out of my morning lethargy.

In point of fact, I'm in a rut; My thoughts and wits are stagnant, but

An early rise would make me wiser, And then I'd be an early riser!

The burglar had entered the house as quietly as possible, but his shoes were heavy, and they made a noise. He had just reached the top of the stairs when he heard a woman's voice.

"If you can't remember," it said, "to take off your boots when you come into the house, there's going to be trouble. How many times have I told you? Here it's been raining for three hours, and you dare come upstairs with muddy boots. Go straight downstairs and change them."

The burglar went downstairs, and out into the night. "I can't rob this house," he told himself. "It reminds me of home."

Lieutenant-Commander G. H. Drummond, V.C., "Headache Drummond of Ostend," is still searching for work says the *Daily Mirror*. He spent a busy week-end recently, for on Saturday he went down to Gloucester for an interview regarding a possible engagement, and he went to Chester.

Scores of letters arrived at his parents' home in Winchester and were sent on to him. "We don't know whether he has had any offer of work," his sister said.

A man who won the Victoria Cross during the War for a gallant single-handed exploit in which he captured enemy machine guns appeared in the Town Bridge Police Court, London. He was Arthur Henry Cross, of the Borough, South-East London, who was charged by summons with alleged stealing and was bound over.

Counsel at Stratford (referring to cross-eyed witness). He is fortunate in being able to see round a corner before coming to it. The witness: Are you personal? Counsel: Not in the least. I am assured that such is the case.

A man in the public gallery at Tottenham who shouted, "It's a—lie!" was ejected.

The sum of £320 was stated at Lincoln to have been found in the pockets of a Grimsby man fined 20s. for drunkenness. He said he had been to Southwell races.

A policeman at a Westminster inquest said he identified a man who had been run-over and killed by a motor-omnibus by his finger prints, which were in the records at Scotland-yard.

Judge Cluer, at Shoreditch: I wonder what we should find if we came back in one hundred years' time. Would the English language be mutilated any more?

Husband at Willesden: My wife has eight men, lodgers. Wife: Liar! I never did for eight men in my life.

The late Sheriff-Substitute J. C. Guy liked a joke both on and off the Bench. Once in Edinburgh Sheriff Court he was trying a case which hinged on the identification of hand-writing, and a witness was asked to write some words to dictation for comparison with the handwriting of a document. An agent maintained that there was dissimilarity.

Sheriff Guy offered the opinion that agitation and other reasons caused people to write differently from their ordinary style.

"I remember," said he, "when a student, I was at a celebration dinner. Before we began the dinner we all signed our names on each other's menus and sent them round. Then, after the dinner we all signed again, and every signature was different."

GREEN BOTTLE IN THE PACE MYSTERY.

NINE-YEAR-OLD SON'S EVIDENCE FOR PROSECUTION

A whispered conversation about a green bottle figured in the evidence at Coleford Police Court (Gloucestershire) on June 1st when Mrs. Pace reappeared on a charge of murdering her husband, who is alleged to have died from arsenical poisoning.

There was a pathetic moment when Mrs. Pace's 9-year-old son Leslie was called to give evidence for the prosecution.

He described how—while Mrs. Pace was out of the house—his father took a package from a box in which some sheep dip had been placed.

As nine-year-old Leslie Pace passed his mother in the dock he gave her a bright smile. Mrs. Pace's eyes filled with tears as she whispered to the witness, "That is my little boy."

Leslie said he remembered his father dipping some lambs. Some of the dip was left, and this was screwed up in a piece of paper and put in the sheep box, which was kept in the kitchen cupboard on the top shelf.

Mr. Palling (prosecuting): After your father came back from hospital, did you touch the sheep box?—Yes, sir.

What did you do with it?—I took it upstairs, and Dad put it on the bed.

What did he do?—He took something out which was wrapped up in paper.

What happened to the box?—Dad told me to put it in a chest of drawers in the bedroom.

A box was then produced in court, and the boy said that was the box.

Dr. Earengay (cross-examining): Who was at home when your father asked you to get the box for him?—Only Terry and me.

How old is Terry?—Six. Did your father know your mother had gone out?—Yes.

Never Told Mother.

Leslie said that his mother had gone to Coleford. When he took the box to his father, his father pulled some books off the top of the box; then when he found a package, he did not appear to look for anything more.

Dr. Earengay: Who was the first person you mentioned this to?

"The policemen over there," replied Leslie, pointing to Chief Inspector Cornish and Sergeant Campton.

"You did not tell your mother?"—No, sir.

The green bottle was mentioned during the evidence of Mr. Reginald Joseph Martin, a baker, who lives near the Pace's home at Fetterhill.

He said that one day as he was leaving the Pace's house the daughter Dorothy whispered something to him.

Dr. Earengay: What did it concern?—A green bottle.

Did Mr. Pace and Mrs. Pace hear that?—Mrs. Pace was showing me out, and she heard it, but Pace did not.

Martin said that Dorothy asked him if her mother had told him about a little green bottle they had found in the fender.

Dr. Earengay: Did she say who found it?—Dorothy found it.

Did she say anything else?—She asked me if I thought he had taken something.

Mr. Palling: Were you told what the bottle contained?—Yes, foot-rot.

Mr. Palling: Foot-rot is a complaint, she meant medicine for foot-rot?—Yes, but that was the expression she used.

A Life Policy.

Edward Aston, a retired insurance agent of Coleford, said that on December 1, 1924, he called on Mrs. Pace, and delivered a policy on the life of Harry Pace in his wife's favour.

Mrs. Pace was the proposer, and the amount of the premium was one shilling a week. Mrs. Pace always paid the premiums. The amount of the policy was £29 12s.

He could not say if Pace knew of the policy as he had not spoken to him about it. He dealt entirely with Mrs. Pace. "It is the useful thing for me to deal with the wives in such cases," he agreed.

Inspector Alan Bent said that on January 11 he commenced inquiries into Pace's death, and on January 12 saw Mrs. Pace in company with Sgt. Hamblin.

A report was made on the interview but it was never shown to Mrs. Pace or read over to her.

Mrs. Pace, he said, gave a general statement on her husband's illness and said she had assisted him in the dipping of about eighty lambs on July 23.

"I asked her," went on the inspector, "to account for the empty packet which had contained the sheep dip they used to dip the sheep on July 23. I also asked her if they had used the whole of the packet."

HIGHLANDER'S LOVE OF HOME.

REFUSAL TO LEAVE HIS OWN BARREN PATCH.

The difficulty which faces land settlement in the Highlands is discussed in the report of the Committee on Land Settlement in Scotland.

"The Highlander," states the report, "would rather have a hopeless patch of his own native heath than a fair holding in a strange glen."

The result is that there are, in the Islands and on the West Coast, congested communities on the fringes of sheep farms living under men sailing from the great ports, conditions of extreme poverty, but refusing to leave their homes.

"The men may go away as seamen sailing from the great ports, or as seasonal workers in different occupations, returning at intervals to their homes. The young people may go out in the world, but as a rule, they send home money to keep the family homestead in being, and many of them live in hope of returning home again."

"But all of them maintain the demand that the land should be opened up to them, so that they may build a home, keep a cow and a few sheep, and grow the food they require."

That the creation by the State of small holdings on privately-owned estates should be discontinued in the Lowlands or similar districts, and that

Future smallholders should be settled by the State in Lowland districts as tenants of the Board of Agriculture for Scotland on conditions applicable to ordinary agricultural holdings, with the right to apply to the Land Court regarding rent and compensation.

REALISTIC AIR FIGHTS.

CINEMA CAMERAS REPLACE MACHINE GUNS.

A device which enables a pilot to "shoot down" his opponent during practice aerial combat without injuring him has been adopted by the French Air Service.

It is claimed that by means of this device the skill in both shooting and flying shown by pilots can be determined as accurately as when real ammunition is being used.

The pilots act exactly as in real warfare. When they pull their gun triggers they set cinema cameras in motion. In place of bullets are photographs showing the exact position of the target machine in the sights of the attacker and also the exact time of the "shot."

Hitherto camera "guns" have not recorded the time of each picture. Consequently, when two direct hits were obtained it was impossible to judge who was the winner. The new cinema "gun" by recording the time, to a fraction of a second, as well as photographing the target machine, enables the judges to determine which pilot first obtained an effective burst of fire.

The French Air Service authorities are so impressed with this invention that they have instituted a competition between fighting pilots.

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"I told Mrs. Pace that she must stop the funeral arrangements that were being made."

The hearing was adjourned.

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ROBOT MAN MADE TO TALK.

CONVERSATIONS OVER THE TELEPHONE.

Washington, June 4. When the mechanical man, Televoux, as his inventor named him, was born he was merely an inarticulate bundle of vacuum tubes and wires that enabled him to do his assigned tasks at the command of his invisible master many feet of miles away, but now he has been further educated—to talk.

The "man" of copper veins and porcelain bones has been fitted with a mechanical larynx and a celluloid vocal chord which allow him to repeat prearranged sentences.

At the present time his vocabulary is limited to two sentences; but there is no reason, according to his inventor, why it cannot be considerably enlarged. The miracle has been accomplished by the installation of a talking "movie" apparatus and a small strip of film on which is recorded a message introduced into the man's internal economy and working automatically.

"This is Televoux."

When Televoux puts a machine in operation at the same time he telephones: "This is Televoux speaking from number so and so," so that the human who has given Televoux the order will know it has been received and executed. Or, if something has gone wrong with the machinery and Televoux needs human assistance, the engineer's telephone rings, and he receives this message: "This is Televoux calling for number blank."

Televoux, states his inventor, can be made to repeat any routine report that can be selected on the circuits.

The secret of the mechanical man's performance lies in a vacuum tube. Sound waves directed into the mechanism are changed into electric waves, which, through the action of supersensitive tubes, are made to actuate circuits controlling the apparatus supervised by the automaton.

PARIS MURDER TRIAL.

MESTORINO GOES BACK ON HIS CONFESSION.

Paris, June 4. The trial of Mestorino, the jeweller, on a charge of murdering another jeweller, named Trupheme, which began this afternoon in the Seine Assizes, will certainly be the "cause celebre" of the year in Paris.

Trupheme was found dead in a ditch 20 miles east of Paris on February 23, and was last seen alive the previous day at the office of Mestorino, when he was known to have on him jewels valued at 150,000 francs (£1,200).

On March 14 Mestorino confessed under examination to having killed Trupheme at his office in the heat of a violent discussion. He further admitted having appropriated the jewels.

Mestorino's sister-in-law, Suzanne Charnaux, declared that she was his mistress, and had witnessed the beginning of the dispute on February 27. She asserted that Mestorino was jealous because Trupheme paid her too much attention. She has since retracted her story.

Mestorino's wife and sister-in-law were to-day in court when the accused man gave a version of the crime diametrically conflicting with his statements to the examining magistrate.

RESULT OF COTTON BALLOT.

BIG MAJORITY BUT STILL INSUFFICIENT.

London, June 29. The ballot of the Federation of Master Cotton Spinners failed to yield the required ninety per cent. of votes in favour of the American Section authorising organised half-time in the mills.

It was announced that 76 per cent. voted in favour of the resolution and 12 per cent. voted against.

In view of the strong support it has been decided to refer the matter back to the State of Trade Committee of the Federation of Master Spinners, which has now resolved to appeal to those firms who voted against short-time to reconsider their decision, while all firms who refrained from casting their vote will be asked to vote for the scheme.

The object of the scheme was to authorise the reduction by fifty per cent. of production, but in order that the situation should be made absolutely clear, it was decided that a 90 per cent. majority was desirable instead of the usual 80 per cent.—*Reuter*.

HOW MUCH DO YOU KNOW?

TO-DAY'S QUESTIONS.

The following general knowledge paper has been taken from the *Daily Express*.

Answers, for those who need them, will be found on Page 13 of this issue.

1. Name the people holding the following positions: Minister of Transport, High Commissioner for Australia, Archbishop of Paris, German Minister for Foreign Affairs.

2. Where is Transjordania?

3. What, in architecture, is a "transom"?

4. Who founded Methodism?

5. What is (a) a martingale, (b) a farthingale?

6. Who wrote the following: (a) *Tell England*; (b) *Elizabeth and Her German Garden*; (c) *Pippa Passes*?

7. Which king was taken prisoner at the Battle of Lewes?

8. For what kind of work is Corot noted?

9. Explain the legal term "ultra vires."

10. Where are the Southern Alps? Name the highest peak in this range, and the only east pass through it.

11. What is a yawl?

12. Give the authorship of the following lines:—(a) *That inward eye, Which is the bliss of solitude*; (b) *A little fire is quickly trodden out*; (c) *One science only will one genius fit; So vast is art, so narrow human wit*.

Two first and a second prize for young shorthorn bulls were awarded to the Prince of Wales at Northants agricultural show.

Under the patronage of the King, the 17th annual International Horse Show is being held at Olympia.

WHAT DO YOU THINK OF THE "NEW WOMAN"?

Does she differ in fundamentals, or is it merely in superficial things, from her predecessors?

LET PATRICIA LEIGH help you to a better understanding through her PULSING ROMANCE OF MODERN LIFE.

SHADOWS

the first instalment of which appears in the "Telegraph" on MONDAY.



Snapshot of popular song writer whose latest hit is entitled "Smile Through the Rain Drops."

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WHEN "TOO SOON" IS WELL ENOUGH

Rothschild explained his enormous wealth by saying "I always sold too soon." No one can buy life insurance too soon.

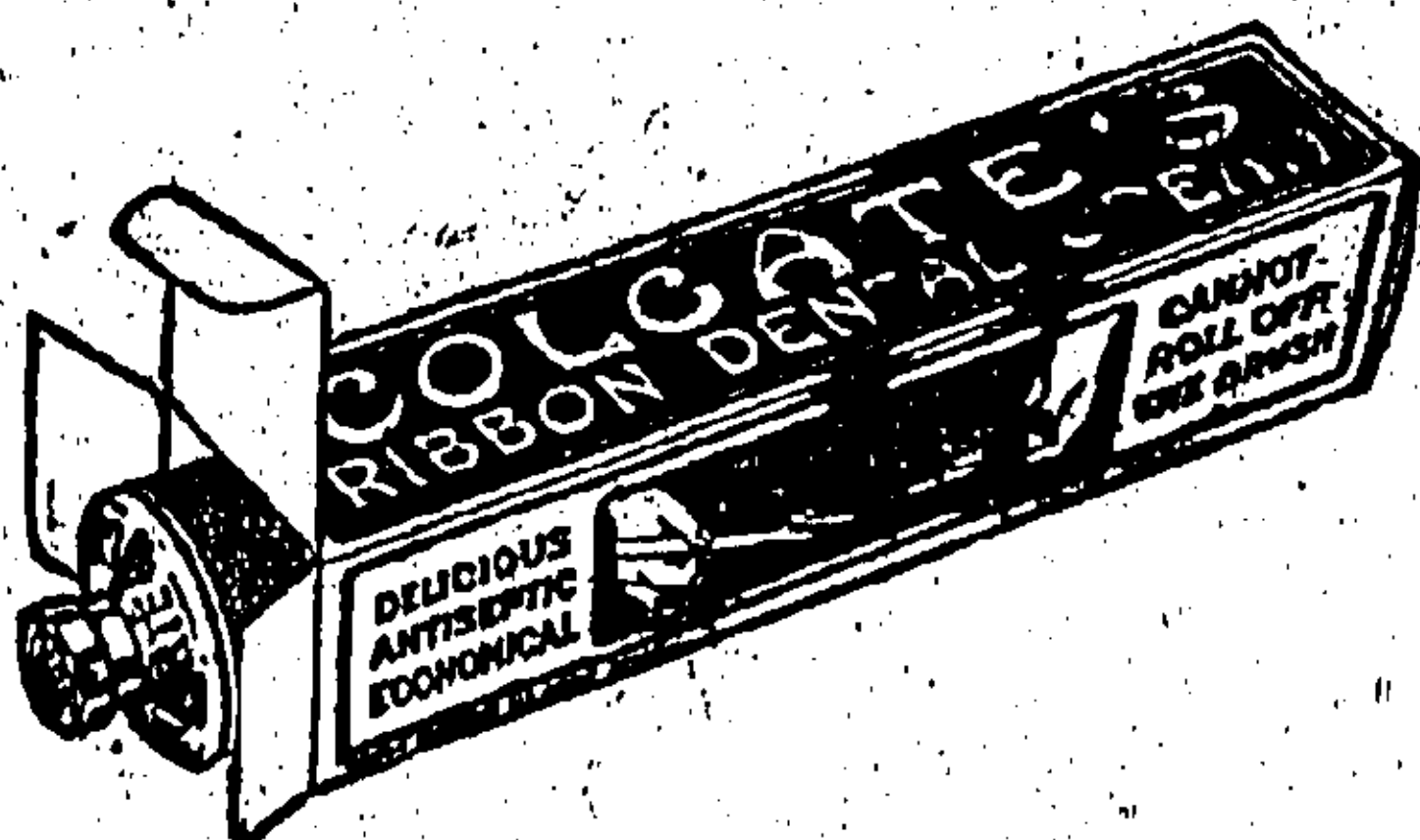
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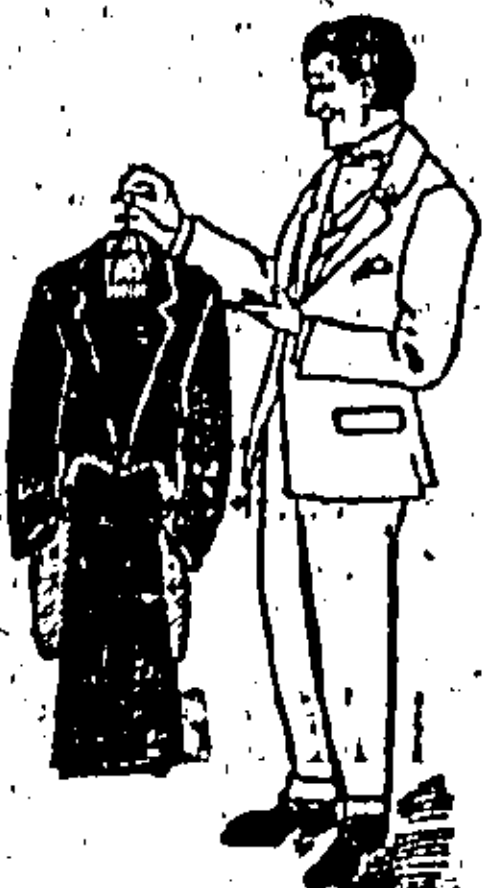
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U. S. DEMOCRATIC CHOICE

(Continued from Page 1.)

of Georgia. A general scramble followed to board the "Smith bandwagon" and more votes were changed, resulting in Mr. Smith's nomination. *Reuter's American Service.*

The Party Platform.
The platform adopted by the Convention pledges honest government of prohibition, opening the door for legislation to assist agriculture, seafaring, and the publican corruption. It assails the Republican party's treatment of agriculture, its foreign policy, especially in Latin America, its taxation and tariff systems, and its failure to enforce prohibition, and declares strongly against entangling foreign alliances.

The platform declares for the outlawry of war, the protection of American lives and rights abroad, the reduction of armaments, non-interference in elections and other internal political affairs of any nation including Mexico and Nicaragua and all other Latin-American nations.

It makes no mention of the League of Nations or the World Court.

It re-affirms its support to an efficient merchant marine and declares that it would continue Government operation but with a gradual sale of the ships to lines of private owners.

Philippine Independence.

The platform declares for the granting immediately of independence to the Philippines. In the matter of immigration it would preserve the Quota Law with the elimination of the provisions separating husbands and wives, parents and children. It demands the fulfillment of the promises made by the United States on behalf of Armenia and pledges a further reduction of internal taxes, the enactment of an import tariff measure designed to maintain the high standard of American labour, with duties permitting effective competition in order to prevent monopoly.

RIOTOUS SCENES AT A WEDDING.

CROWDS FORCE THEIR WAY INTO CHURCH.

Scenes of disorder were witnessed round and inside St. Michael's Parish Church recently when four daughters of Mrs. Burdett, a fruiterer, were being married at the same time.

Thousands of spectators blocked the road, pavement, and churchyard. Men, boys and girls climbed the railings, and mothers with babies in their arms struggled to get a view of the bridal procession.

A rush was made for the church, men, women, and children and two policemen being lifted off their feet and swept inside.

Once there, the people ran hither, skelter down the aisle, climbed on to the altar rails in a side chapel, stood on pews, climbed on the font, and crowded up to the organ loft, where the organist was doing his

LOCAL BILLIARDS!

TAIKOO CLUB DEFEATS NAVAL TEAM

A billiards match took place in Tarkoo Club between H.M.S. Wild Swan and Tarkoo Club which ended in a victory for Tarkoo by the narrow margin of 28 points. Scores:

Tarkoo Club.	
Mr. A. W. McWhirter	117
Mr. C. Young	180
Mr. D. Muir	200
Mr. F. Boyle	200
Mr. F. McCarty	183
Mr. W. Johnston	200
Total	1065

H.M.S. Wild Swan.	
C.E.O. Daniels	200
C.E.O. Skeels	200
C.E.O. Willis	127
C.E.O. Spittle	189
C.E.O. Wakeman	200
C.E.O. Stevens	171
Total	1,087

LEAGUE TENNIS.

H.K.C.C. AND CHINESE R.C. BOTH WIN.

Playing in the Second Division at Happy Valley, the Hongkong Cricket Club's team, defeated the Craigongower C.C. by 11 games. The detailed scores are as follows:

Miskin and Cornaby (H.K.C.C.) beat Lai and Victor 9-2; beat Howard and Hanson 8-3; Haworth and Stark beat Lai and Victor 7-4; lost to Howard and Hanson 4-7; lost to Zimmerman and Howard 5-6; Valentine and Nowers lost to Lai and Victor 4-7; beat Howard and Hanson 8-5; beat Zimmerman and Howard 9-5.

(Total: H.K.C.C. 55, C.C.C. 44). At the C. B. G. ground at Causeway Bay the Chinese "B" beat the Revere "A" in the third division by a margin of 59 games. The scores are as follows:

K. C. Ng and P. F. Choy beat H. Noronha and Remedios 8-3; beat Figueiredo and Remedios 11-0; beat Carvalho and Xavier 10-1; Chan Hip-wu and W. Hong beat H. Noronha and Remedios 11-0; beat Figueiredo and Remedios 10-1; beat Carvalho and Xavier 7-4; Lau Ting-wai and Hon Lan-tung beat Noronha and Remedios 6-5; beat Figueiredo and Remedios 9-2; beat Carvalho and Xavier 7-4.

(Total: C.R.C. "B" 70, Revere "A" 20).

On Thursday the Nippon Club playing in the Second Division defeated Craigongower by 57 games to 42.

utmost to drown the pandemonium. Babies screamed and people shouted, laughed, and waved to each other from end to end of the church.

The Rev. F. E. Burch, the vicar, tried to speak, but his voice could not be heard above the din. Going round to the side chapel he ordered the people to climb down and insisted on quiet. But silence only reigned for a minute, and the ceremony took place in a babel. The couples did not leave the church until nearly an hour after the ceremony.

FREE HITTING AT THE OVAL.

(Continued from Page 1.)

second century in successive matches; the Surrey attack was frustrated.

A LEICESTER CENTURY.

Yonkful Player Spring Into Form.

Bradshaw, the youthful Leicestershire player, who turned professional in 1926, came into form for the first time this season with a splendid 124 against Sussex. Leicestershire gained first innings points, the scores being:

Sussex: 191 and 78 for 2 wickets. Leicestershire: 374 for 8 wickets (decl).

Battling first, Sussex found run-getting difficult and the side was dismissed for 191.

Thanks to a score of 121 (not out) by Bradshaw, Leicestershire gained a lead of 183 on the first innings, and declaring endeavoured to force a victory. Rain interrupted the game.

TEN WICKETS VICTORY.

Macdonald Bowls Brilliantly.

Lancashire defeated Essex by ten wickets at Colchester in spite of wet weather which threatened to bring an early termination to the game.

The success was foreshadowed in Essex's first innings, when Essex found Macdonald's fast bowling extremely difficult to play. The scores were:

Essex: 123 and 174. Lancashire: 296 and 4 for 0 wicket.

Macdonald took seven wickets for 39 runs in Essex's first innings.

LIVSEY HITS OUT.

Brightens Up Closing Stages of Kent Match.

On top from start to finish, Kent defeated Hampshire at Dover by 128 runs. The match was brightened up in the closing stages by a fireworks display of hitting by Livsey, the Hants wicket-keeper, who hit up 109 (not out) punishing all the Kent bowlers freely in a terrific race before the last wicket fell.

Freeman added 12 wickets to his already large bag.

The scores were:
Kent: 202 and 277.
Hants: 164 and 277.

Hardinge made 114 in Kent's first innings, while Freeman brought about Hants' dismissal by taking 5 wickets for 61 runs. He also played the principal part in the attack in the second innings, taking 7 wickets for 188 figures which would have been much better but for the dashing attack set up late in the innings by Livsey.

RAIN SUCCEEDS.

A Big Yorkshire Partnership.

Although Holmes and Oldroyd soon lost their wickets in the match against Glamorgan, when Sutcliffe and Leyland came together, the Glamorgan bowling was collared. Leyland was particularly mercurial, scoring much more freely than Sutcliffe. Unfortunately rain intervened and the match does not count in the championship.

Yorkshire made 387 for 2 wickets, Sutcliffe scoring 147 (not out) while Leyland contributed 189 (not out).

Much the Same.

On much the same lines was the match at Ilkeston between Derbyshire and Gloucester. Here Derby batted first and made a big score and Gloucester had no opportunity of batting. Points will be shared. Derby's total had reached 494 for 9 wickets (Storer 167) when rain interrupted.

NOTTS HELD.

Not the Easy Victory Expected.

Notts had every right to expect a comfortable victory over Worcester, but rain and an unexpectedly good resistance by Worcester on a bad wicket held the home side.

The scores were:

Worcester: 192 and 98 for 2 wickets. Notts: 233 for 9 wickets.

MIDDLESEX VICTORY.

Durston's Fine Bowling Feat.

In a low-scoring match at Lord's Middlesex defeated Somerset by 183 runs, thanks principally to a fine bowling feat by Durston in the second innings. The scores were:

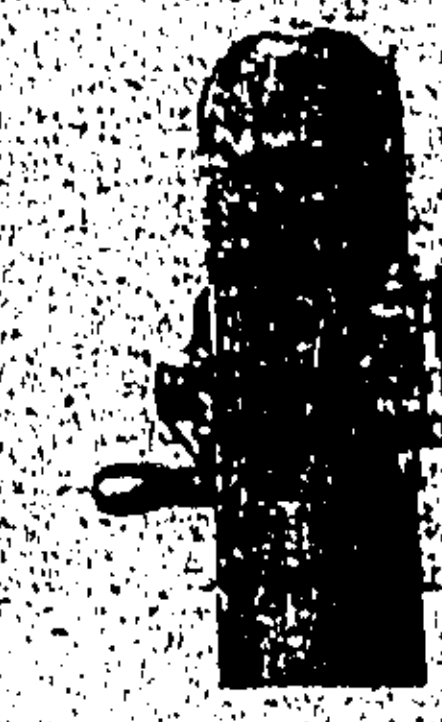
Middlesex: 257 and 202. Somerset: 182 and 89.

Durston took 6 Somerset wickets in the second innings at a cost of 26 runs.—*Reuter.*

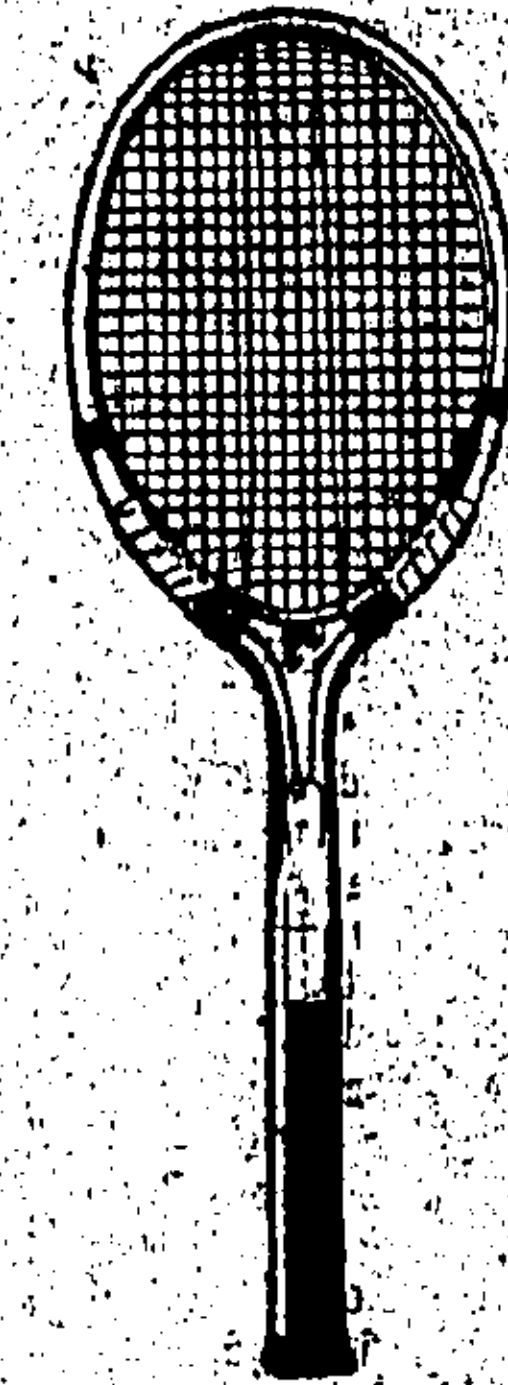
On Derby Day Prince George performed the naming ceremony at Stromness and Longhope, in the Orkneys, for two R.N.L.I. motor-lifboats.

The L.N.E.R. has begun a new daily fast goods service from Scotland to London and other towns in England and Wales.

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Posts & Nets.



Rackets

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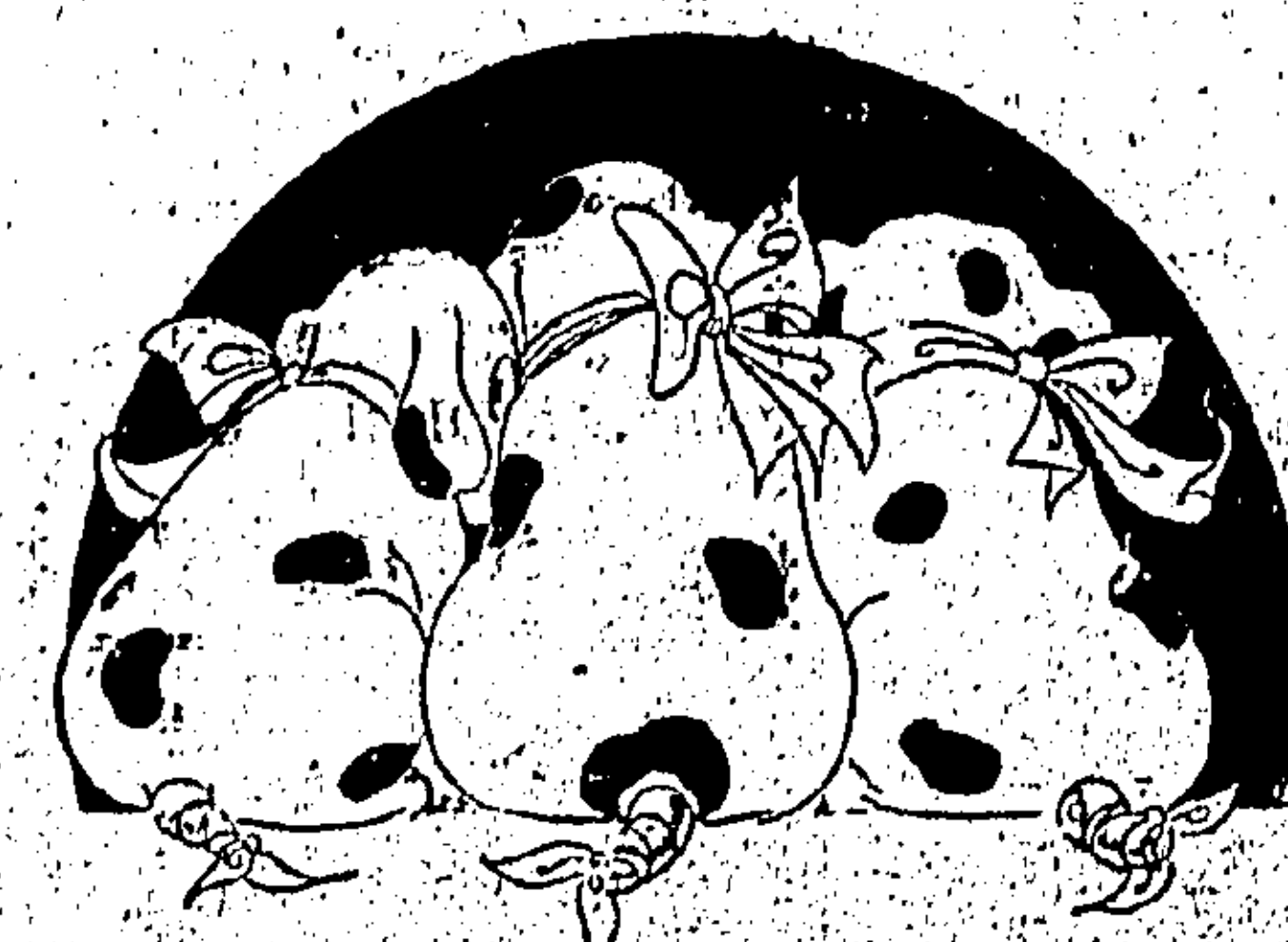
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WOMAN'S WORLD



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The simple dress on the left is expressed in mastic stockinette, trimmed with fine tucks worked in zig-zag lines on bodice and skirt. The coat-frock, in fine check cloth, features the modish front drape on the skirt, and a vest of tucked crepe de chine.

JEWELLED WATCHES.

OF INFINITESIMAL SIZE.

Madame la Parisienne has discarded her diamond and platinum wrist watch for lovely jewelled pendants. Hanging from a cord or chain round her neck she wears a little ball, no larger than a cobnut encrusted with gems, in which is a wee watch face.

Fob watches are also popular, and some are made to look like tiny books, which can be opened to show the miniature face. They are exquisite things of enamel and onyx, set with diamonds, rubies, or emeralds.

Concealed in the umbrella top is another place for a watch. A spring releases the umbrella knob and reveals the watch in the handle.

Bijou watches of infinitesimal size are much in vogue in Paris at present. Hourly clocks are the smallest possible examples of the combined art of the modern jeweller and watchmaker. There are those with faces no larger than one's thumbnail, in scarcely bigger three-fold gold cases which open out and stand triangle-wise; others are miniature facsimiles of conventional French clocks, made of mother-of-pearl or enamel and gold in the place of marble and gilt. These stand in wee cupboard-like cases lined with pale velvet.

Evening Slippers.
An evening T strap evening shoe of raspberry satin uses a startling green-gold kid for its binding, trim and heel. A large round raspberry glittering stone fastens the T strap.

HEALTH VIEWS.

AN ACTRESS'S WAY TO FITNESS.

Women who value good looks realise now, as a rule, that beauty and health are very closely connected, but occasionally one comes across a man who imagines that powder-puff, lipstick, and vanishing creams are capable of producing far more wonderful results than any woman ever knew them to achieve.

These cynics would probably be amazed to learn the extent to which the cult of fitness has been adopted by women as the way to beauty, and it would probably surprise them most to find that nowadays the stage-beauty leads in devotion to the open-air life.

Last night, states a representative of a Home paper, chatting with Cora Giffin, whose beauty and exquisite daintiness largely make "The Girl Friend" the happy show it is, I heard how she, like so many other young actresses whom I have met, values fresh air and exercise above all else.

She very often chooses a hotel a little way out of town so that she may have the joy of coast or country life during the day.

Just now, for instance, she is staying at Gullane. Every day, wet or fine, she plays golf; and she cares not at all if it rains. Rain, she declares, is excellent for the skin!

Sleep, exercise, fresh air, and work are the main features of her particular way of safeguarding fitness and beauty.

She makes up for late hours by sleeping late in the morning and has breakfast every day at the comfortable hour of 11.30.

She believes greatly in the wisdom of eating, not at conventional hours, but at those times which are most suitable for each individual's needs.

Laughingly she told me of her own unconventional meal-times—three o'clock lunch, then a rest and tea before leaving for the theatre, and then a meal after the show, substantial enough to enable her to wait for an 11.30 breakfast!

Work is the last essential for fitness, according to this charming little philosopher. The fact that she was able to play "Nanette" 715 times without a break, she puts down to the fact that she had to put so much hard work into the part that she was, as she whimsically put it, nearly always hungry!



For morning wear—a delightfully simple jumper in natural Shangtung, with hems and tie of brown check silk.

THIS WEEK'S RECIPE.

MARZIPAN BISCUITS.

Six ounces ground almonds, some sugar to sweeten—not too much—1 egg, some pink and green colouring, a little icing sugar. Mix sugar and almonds, and stir in the beaten egg.

Put a little icing sugar on the pastry board, divide the mixture into two parts, colour one portion pink and the other green. Roll out on a sugared board, and cut them into fancy shapes. Bake in a cool oven for ten minutes.

If you have towel rails in your bath room on which towels refuse to stay because of their round, highly polished surface, you will be glad to learn of a grip that, fitted to the rails, prevents the towels from sliding off. It is made of rubber, and curls around the rail with a snake-like action.

CITY OF TRAGIC WIVES.

IN THE EMPIRE'S HOTTEST SPOT.

Singapore is a city of tragic wives. There are thousands of us, pale and bored, dressed in monotonous white "wash dresses," fretting away an exile's life in the hottest city in the British Empire.

You may see us in the early morning, before the sunlight of the sun reveals the glaring buildings in a shadowless daze, listlessly poking through the shams.

The wives of Singapore find no thrill in shopping. We gather at noon in restaurants, in hotels, to hold depressing "pauze parties." A number of us try to drink away ennui with gin and bitters. Then comes a hot, fitful sleep beneath a suffocating mosquito net.

At night we dance, sometimes with young bachelors "fresh from home" who still retain their northern vigour and insouciance. We play feverish bridge for heavy stakes or motor out through the unchanging and merciless rubber plantations with the sickly odour of latex and acid hanging in the still night air.

One day rolls into another. Heat, pain, and gossip. The tragedy of the Singapore wife is that she has nothing, absolutely nothing, to do. Housework and bringing up children are unheard of where boys can be hired for £1 a week and nannies (nurses) for less.

And yet of all the cities in the Far East, Singapore is the most blessed. While civil war rages round Shanghai and Peking, while Hongkong echoes with the murderous atrocities of Canton, Singapore, a great junction of all Eastern commerce, and the mouth of the greatest river of rubber in the world, is thriving.

Stately buildings are rising along the water front. New hotels are projected. Harbour development grows apace. The "roads" are packed with the greatest maze of shipping in the Far East.

The men, in their crinkly white suits and topies, are busy making and unmaking. No men in the East are as prosperous and busy as the Singapore men.

The Listless and Forgotten.

But the Singapore wives—they are forgotten. Almost every day a liner slips into port and disgorges several hundred perspiring travellers. They flock to the hotels—most of them thrilled with mythical Eastern clamour—and fill the halls with the buzz of their talk.

In the background, in wicker chairs, just looking on, are the Singapore wives. Here at Raffles in the Europe or the Adelphi, they find an "atmosphere," real or unreal, that they breathe into their suffocated souls.

It is easy to distinguish them. Just a trace of shadow beneath the eyes, a mouth a trifle hardened, those tiny tired wrinkles that the sun soon brings, and a dull tan pallor.

Young "first contract" men, "griffins" they are called, are their prey. A synthetic return to the "old life," funny stories, interested conversation, attention—the Singapore wives find these in the companionship of young uncastorized men.

Perhaps, this too, is another tragedy—for the young men. Annually a regular quota are "sent home" for living beyond their means.

Singapore is a Chinese puzzle of marital tangles famed throughout other cities in the East.

On the other hand, it is a city of beautiful homes, great broad boulevards, exquisite gardens—an architectural model of domestic peace.

The town is scattered along the low sandy shores of the island, and from the sea can be seen the smoke clouds of rubber mills at work night and day.

Banks, shipping, buildings, hotels and the magnificent new post office tower along the sea-shore. Inside the breakwater that stretches along the front are hundreds of small shops.

The first thing you will notice on arrival at Singapore, and the last you will forget, are the haunting eyes of Singapore wives. W.S.L.B. in Daily Express.

Jewellery Season.

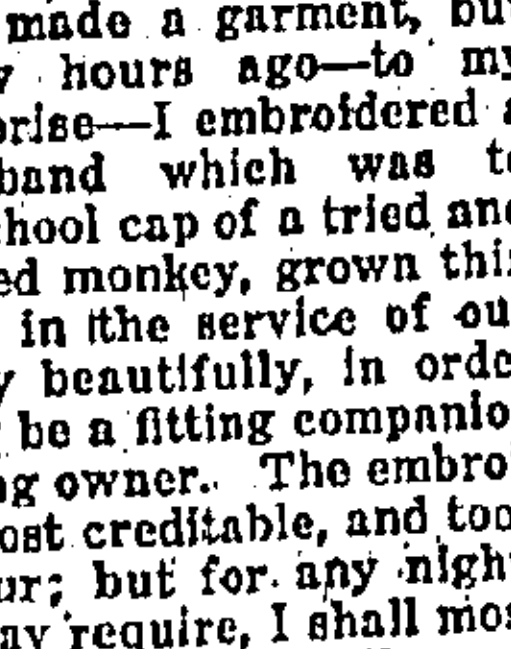
Jewels appear with every sort of costume this season. Some of the popular kinds are coral, opals, rhine stones, lapis lazuli, garnets, amethysts, aquamarines, jade, and mother-of-pearl.

OVER THE TEA CUPS.

(SPECIAL TO THE "TELEGRAPH" BY "JOAN").

London, May 17.

In the first place, Madeleine draws our attention to what she calls "a labour-saving device," thereby—probably unconsciously—including the gentle art of stitching with that of cleaning kitchen sinks, rather than regarding it as a lady's accomplishment. However, so far as the majority of you are concerned, she is probably right, for we have little time these days to "sit on a cushion and sew a fine seam." I will say, in parenthesis, however, that I consider the Modern Girl quite clever at sewing, when she has time to settle down to it; but the trouble is that, since she has been expected to be self-supporting, she so rarely has the time. Speaking personally, I cannot remember the last time I made a garment, but only a few hours ago—to my intense surprise—I embroidered a navy-blue band which was to adorn the school cap of a tried and trusty stuffed monkey, grown thin and furless in the service of our family, very beautifully, in order that he may be a fitting companion for his young owner. The embroidery was most creditable, and took half an hour; but for any night-dresses I may require, I shall most certainly adopt our artist's suggestion and buy lace nightdresses, as sold at all the big stores in infinite varieties, costing from three shillings upwards—most distinctly upwards. Now, having a top-costing, say, five shillings, you need two-and-a-half or three yards (according to your height and whether you like nightdresses you can tuck round your toes, irrespective of fashion of the new fabric, "Delysia," or Crepe Shallmar, both of which are something under four shillings a yard—well, say four shillings. That is, roughly, ten or twelve shillings for material and five shillings for the top; considerably under a pound for a garment of the style for which you would pay certainly not less than two pounds in a shop. Anyone with the remotest idea of needlework can fix the material on to the top.



Remarks, however true, don't go down, and most distinctly do not make one popular. The fact is that hundreds of women really are trying to get long dresses again, but whether they will have the courage to go through the awful preliminary stages, when they can neither keep their hair from trailing under the hat brim nor induce it to wind itself round a pin or pad, remains to be seen. Personally I think that nine out of every ten will return suddenly to the crop or ghingle upon the first occasion of a social nature when they really cannot afford to take any "ances" . . . and thereafter they will always find some jolly good excuse for not starting in again. Whatever the fashion experts may say, there is something about the cropped head which makes it more than a passing phase. Think of the general improvement to the hair, the general tidiness, and the improvement in the average woman's silhouette; to say nothing of the rejuvenating effect! And if the hairdressers know which side their bread is buttered, they will most certainly discourage any

return to a fashion which will ultimately obliterate those expensive little "trims."

Is That So?

Before I get on to personal topics, I must tell you that there is a very strong "Long Hair" movement afoot, headed by one of our most famous impresarios, who insisted that his chorus ladies should regain their crowning glory, and no end of women are going about with half an inch of hair projecting from the back brim of their hats, saying, in reply to discreet enquiries: "Oh, I'm letting my hair grow! Didn't you know? Everybody is!" This doesn't seem, somehow, exactly the moment to reply: "Everybody isn't, because I'm not!" These

remarks, however true, don't go down, and most distinctly do not make one popular. The fact is that hundreds of women really are trying to get long dresses again, but whether they will have the courage to go through the awful preliminary stages, when they can neither keep their hair from trailing under the hat brim nor induce it to wind itself round a pin or pad, remains to be seen. Personally I think that nine out of every ten will return suddenly to the crop or ghingle upon the first occasion of a social nature when they really cannot afford to take any "ances" . . . and thereafter they will always find some jolly good excuse for not starting in again. Whatever the fashion experts may say, there is something about the cropped head which makes it more than a passing phase. Think of the general improvement to the hair, the general tidiness, and the improvement in the average woman's silhouette; to say nothing of the rejuvenating effect! And if the hairdressers know which side their bread is buttered, they will most certainly discourage any

return to a fashion which will ultimately obliterate those expensive little "trims."

I was very pleased to note that the famous novelist, Miss Sheila Kaye-Smith, has been mildly attacking the novelist who pays more attention to soul-analysis than plot. Characterisation, while very clever, and inseparable from the really good story, need not be the alpha and omega of a novel, and that terrible dissection to which some authors—principally, I regret to say, female—subject their characters is not only boring, but sometimes positively revolting. Given a lively set of characters, well drawn, it might be left to the intelligent reader to imagine that there was some fundamental reason for their various actions, and there seems no need to trace the life of the hero from the time he was spanked for robbing an orchard, and said to himself: "Apples and anguish . . . green plums . . . green jealousy . . . the jealousy of the old for the enjoyment of youth . . . " And so on. You know the kind of tosh I mean! One cannot escape it. "The gods and goddesses, the lords and ladies, have gone; and now the plot has gone," says Miss Kaye-Smith. Only temporarily, I hope. There is bound to be a reaction, and soon. Meantime we have yet another brilliant authoress who does not disdain plot. Miss G. B. Stern, whose picture is herewith. She is a woman of great talent and personality, and nearly everyone has read her novel, "Pantomime," which made her famous. When I tell you that she admits to the production of what she calls "mediocre verse" and to talking being one of her hobbies or recreations, you will realise that G. B. Stern is no ordinary woman. Almost a rival, in fact, to the other G. B. S!

The Street of Adventure.

A book you must not miss is "Base Metal" by Ursula Bloom. It is the story of a man "of his small spark of divinity and his vast amount of dust." No less a person than Marie Corelli is reported to have said that Ursula Bloom would become a great novelist. In her last book "Spilled Salt," I remember I thought she nearly got there; now I think she has done it.

After that you are given two practical dresses for sports or travelling. One is expressed in the new mastic stockinette, with novel pin tucks worked in zig-zag lines on bodice and skirt. The coat-frock pictured is of fine check cloth, but it could be made equally effective in a less heavy material.



Left to right: short pink beach suit of full-legged pyjamas and long-sleeved top with circular bandings of tucks; crimson one-piece suit with full jersey skirt; blue and white polka-dotted sleeveless lounge suit with blue silk three-quarters coat.

A TIRED FACE.

AND HOW TO REFRESH IT.

After a strenuous day's work the business woman often feels too tired to look her best for an evening's dancing or a visit to the theatre.

A warm bath, softened and scented with her favourite bath salts, will refresh her physically, but to bring the brightness back to her face other measures must be resorted to.

A Cream and Ice Massage.

To refresh a tired face and give it the brightness and bloom of youth there is nothing better than a cream and ice massage. For this you will need some of your favourite massage cream, a piece of ice, and a piece of butter muslin.

Sponge the face and throat over with warm water, dry lightly, and smear over with the cream. Tap it in with the tips of the fingers, going over the whole face from the chin upwards. Now fold a large handkerchief like a bandage, and placing it under the chin tie on the top of the head. Wrap a piece of ice in a piece of the muslin, folding it double before wrapping, and smooth the face, as if ironing, with the ice. The ice should be passed quickly over the skin and not allowed to rest upon it.

Dry the skin, apply a touch of vanishing cream, wipe over with soft cloth, and arrange a touch of rouge, high on the cheek-bones. Work this into the skin, to soften the edges, and dust with powder.

When dressing for the evening after a day's work, especially if the eyes have been strained over ledgers or typing, always give the eyes a boric acid bath, and should they feel dim and dull, soak a piece of cotton wool in cold tea and lay it over the closed eyes for about five minutes. This has a wonderfully refreshing effect on them.

PLAYING BRIDGE.

HABITS THAT MAKE OR MAR THE GAME.

(By Noel Wendon.)

"Let me play cards with a man for an hour, and I'll tell you his character," is a saying I have often heard. Who the author of this brilliant remark was I do not know, but he certainly was right, and I have a firm idea that he was a Bridge player.

Certainly there are few games in the world which bring out a person's character and temperament as well as Bridge does. It sweeps down the defensive armour and reveals the weak spots unerringly.

You Know the Type.

What Bridge player does not know the pleasant, laughing, happy opponent who condones our mistakes, and while he is winning is the epitome of good fellowship?

But put him on the losing side, watch him snap at his partner's errors, complain of the run of the cards, and swear that when two finessees go wrong the luck must be dead against him.

And by him, I'm afraid I must include also "her," though the feminine counterpart is rarer.

The Selfish Unmasked.

Notice the steady, rock-like play of one player, the dashing bids of another, the timidity of a third, and the consistent over-calling of a fourth.

What a test of temper it can be! The arguments which two fierce players will have, when words flow fast, I have seen games interrupted for whole minutes, while two players wrangle over a misplaced card, or a quibble of the rules.

What mean little tricks you can sometimes see played by the unsportsmanlike player—the hesitation in pulling out a card, by which another player is led to take a finesse, the meaning looks and sighs when a wrong card is laid, giving clear information as to what is wanted next time. They are endless, these tricks, but thank heaven and the gods of Bridge, they are not common.

To Talk or Not to Talk.

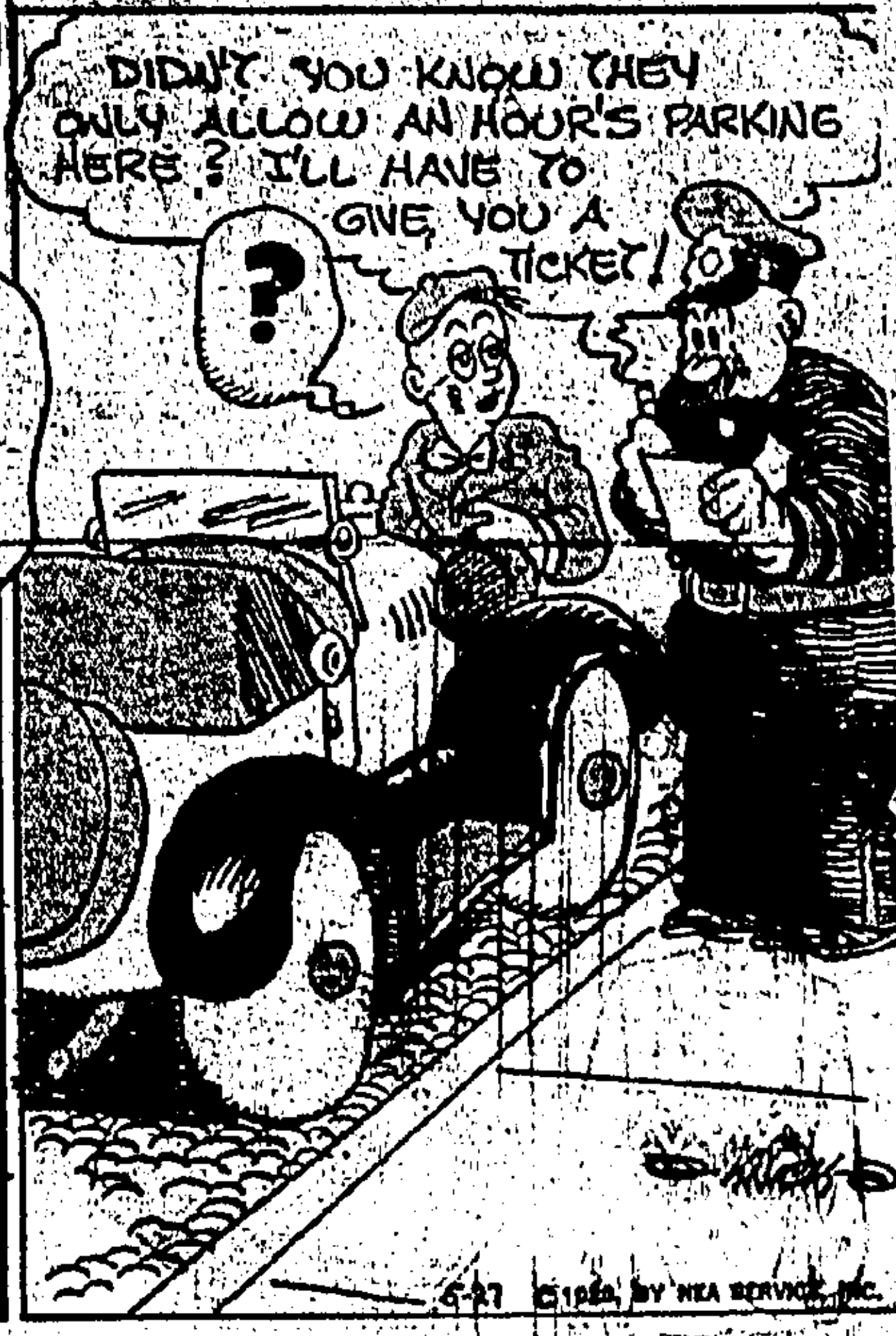
The perfect game should be played with little discussion, every card played at an equal rate, fast. The only time a long talk may be allowed is when the play of the first round has been so long and so dull that the players should be allowed to talk.

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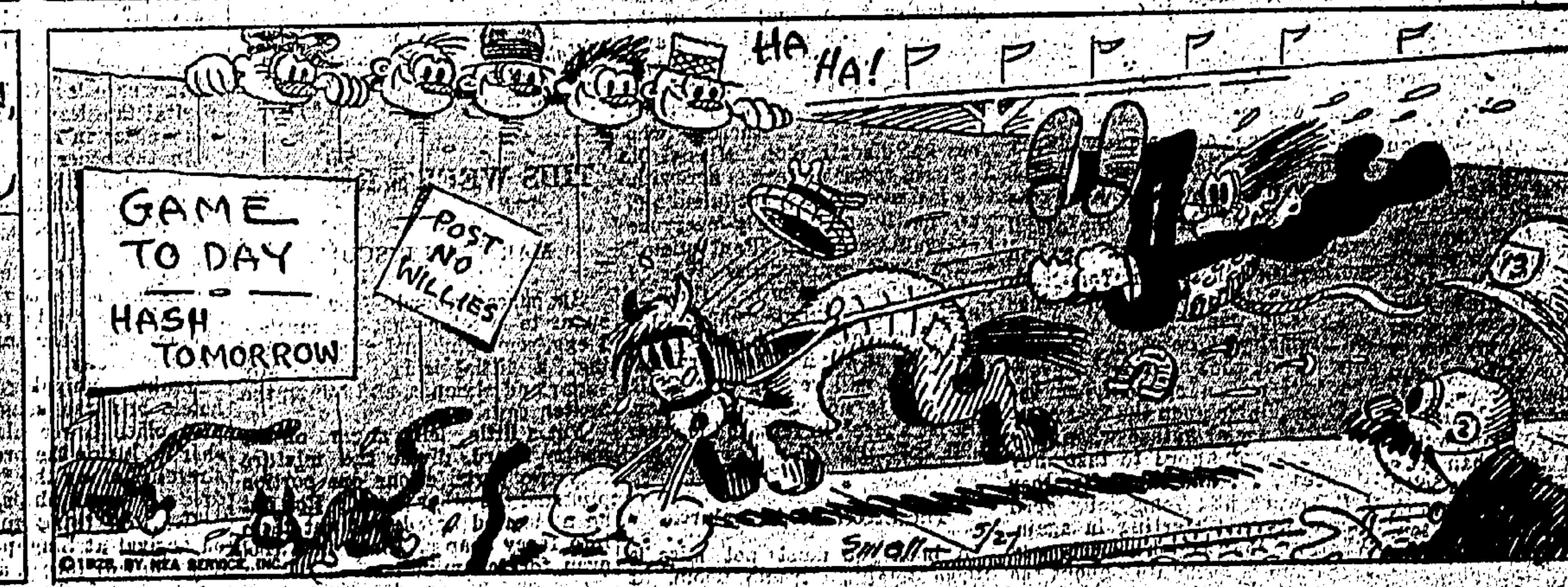
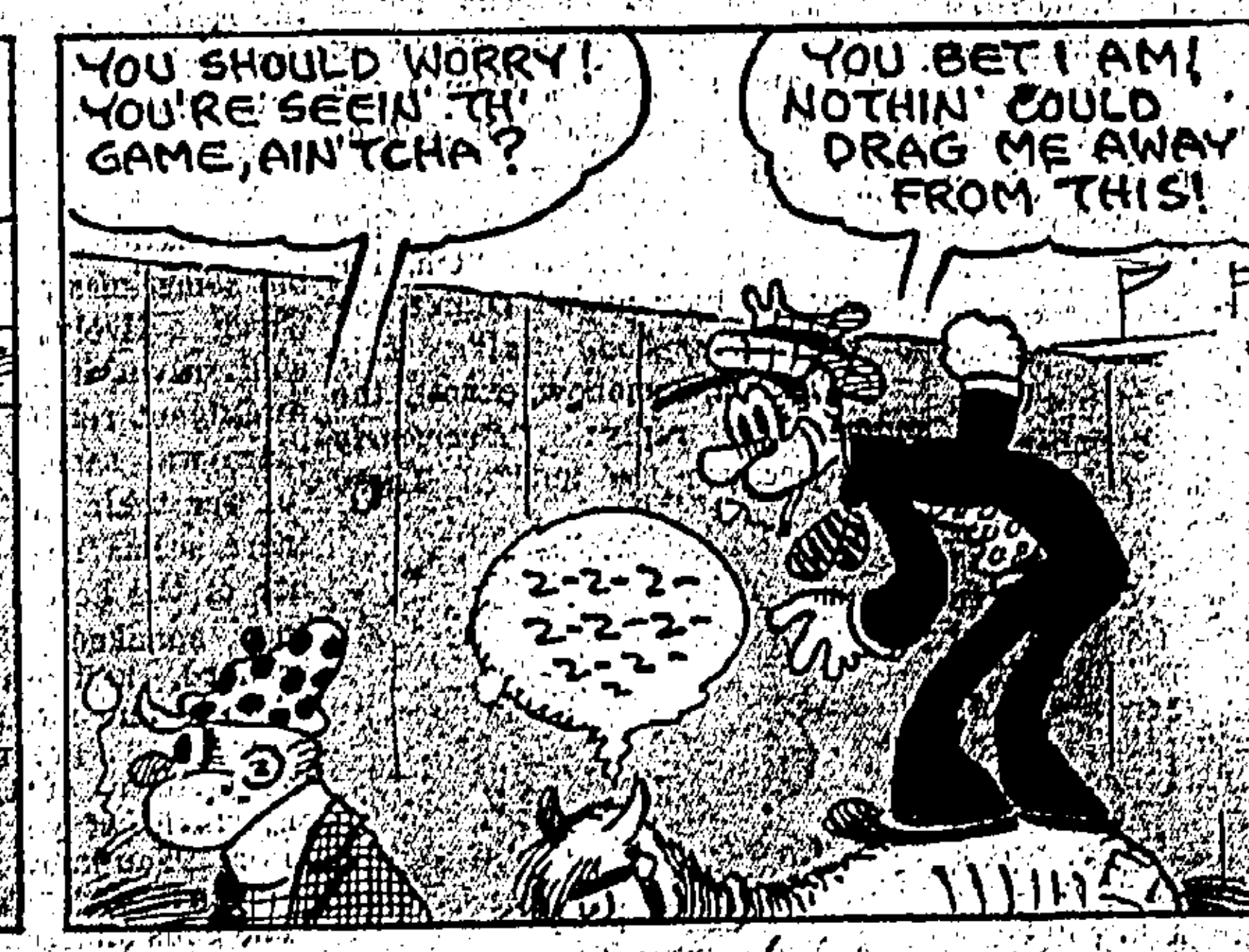
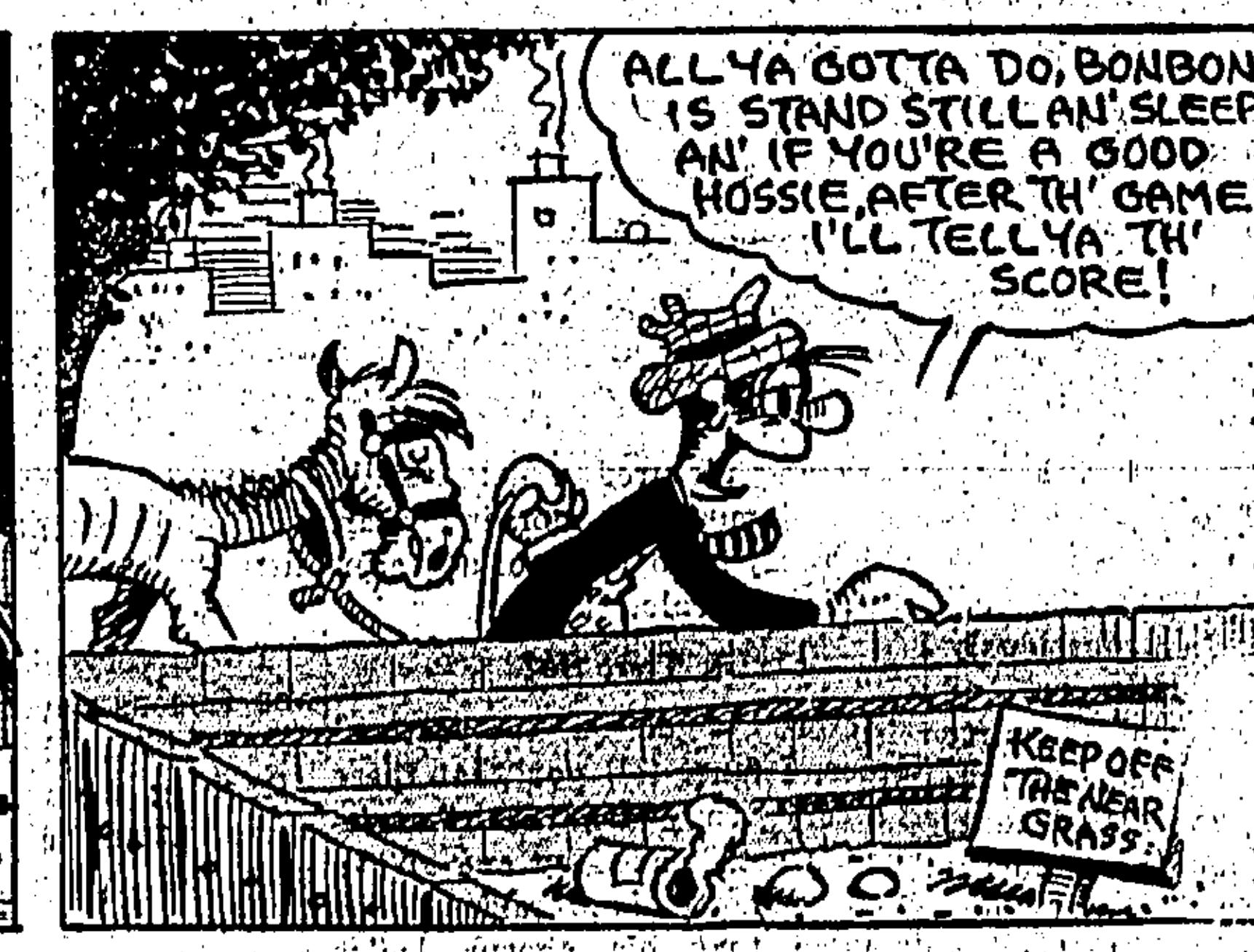
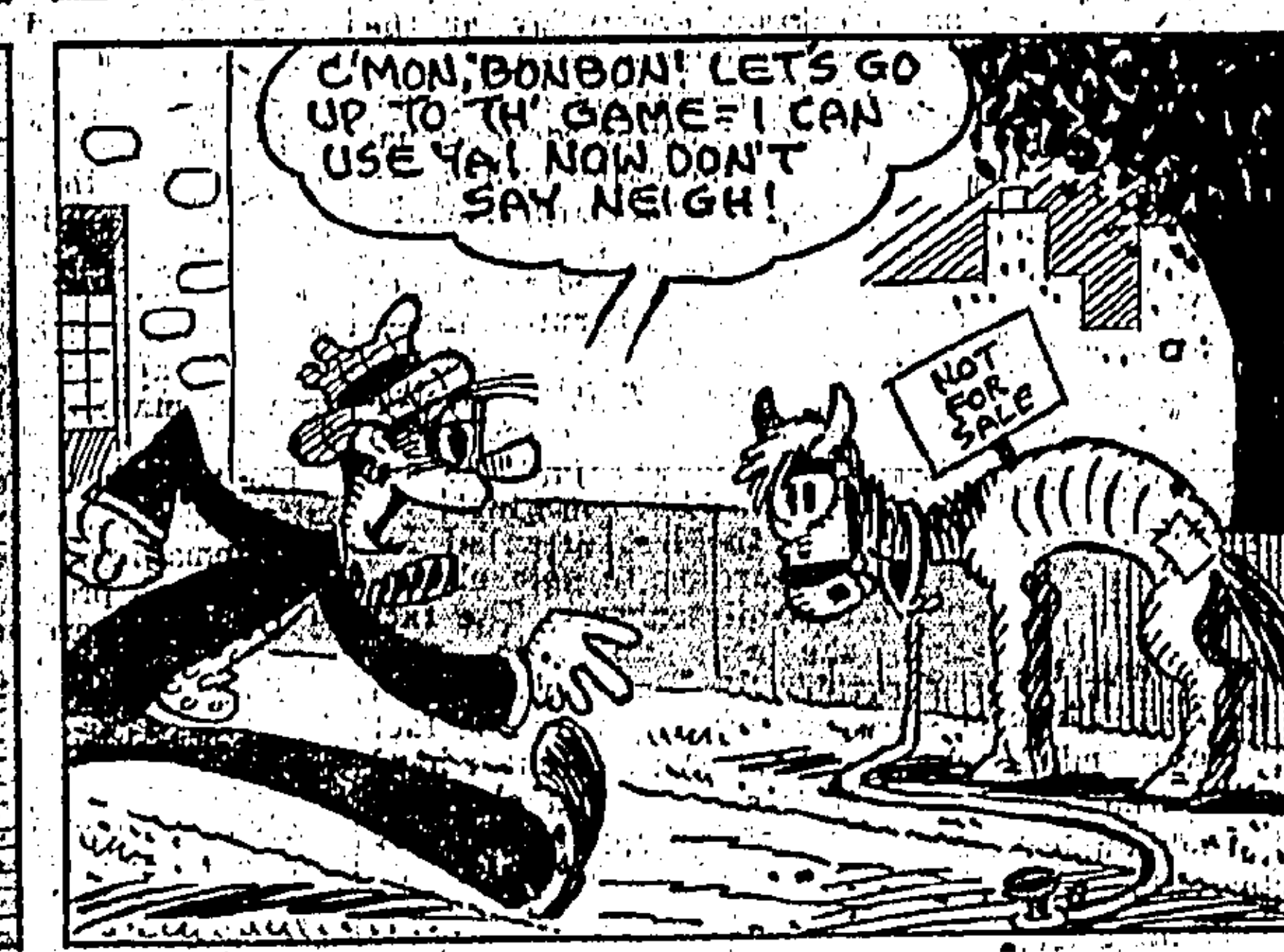


An attractive dress in mastic stockinette, with novel pin tucks worked in zig-zag lines on bodice and skirt.

REG. U. S. PAT. OFF.



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	Leave	Leave	Leave	Leave	Arrive
EMPEROR OF RUSSIA	July 4	July 7	July 10	July 12	July 21
EMPEROR OF CANADA	July 18	July 21	July 24	July 26	Aug. 4
EMPEROR OF ASIA	Aug. 8	Aug. 11	Aug. 14	Aug. 16	Aug. 25
EMPEROR OF RUSSIA	Aug. 23	Sept. 1	Sept. 4	Sept. 6	Sept. 15
EMPEROR OF CANADA	Sept. 12	Sept. 15	Sept. 18	Sept. 20	Sept. 29
EMPEROR OF ASIA	Oct. 2	Oct. 5	Oct. 8	Oct. 10	Oct. 19
EMPEROR OF RUSSIA	Oct. 24	Oct. 27	Oct. 30	Nov. 1	Nov. 10
EMPEROR OF CANADA	Nov. 7	Nov. 10	Nov. 13	Nov. 15	Nov. 24
EMPEROR OF ASIA	Nov. 23	Dec. 1	Dec. 4	Dec. 6	Dec. 15
EMPEROR OF RUSSIA	Dec. 12	Dec. 15	Dec. 18	Dec. 20	Dec. 29
EMPEROR OF CANADA	Jan. 16	Jan. 19	Jan. 22	Jan. 24	Feb. 2

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MAIL AND CARGO STEAMERS TO AND FROM
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From Marseilles	For Shanghai and Japan
PAUL LECAT.....3rd July.	PAUL LECAT.....3rd July.
ANDRE LEBON.....17th July.	ANDRE LEBON.....17th July.
CHENONCEAUX.....31st July.	CHENONCEAUX.....31st July.
PORTHOS.....14th Aug.	PORTHOS.....14th Aug.
From Dunkirk, Antwerp, London	For Marseilles
SPINK.....3rd July.	SPINK.....3rd July.
ANGERS.....17th July.	ANGERS.....17th July.
PAUL LECAT.....31st July.	PAUL LECAT.....31st July.
ANDRE LEBON.....14th Aug.	ANDRE LEBON.....14th Aug.
For Rotterdam, Hamburg, Dunkirk	SI-KIANG (Cargo).....1st July.
St. Lambert-Ble (Cargo) 22 July.	
For Shanghai, Japan and North China	
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POISON GAS TO BE SUNK.

70 TONS CONSIGNED TO THE
DEEP.

Experts have decided that the only safe and certain way of disposing of the remaining phosphene stored at Hamburg (where eleven people were fatally poisoned by fumes from a burst tank) is to sink it to the bottom of the sea.

Army engineers are loading the tanks and flasks on to lighters for transport to the mouth of the Elbe.

There they will be speedily transferred to a steamer which will go out into the Atlantic and sink its cargo with all its dreadful potentialities of death and illness.

It is stated that a spot has been chosen where the Atlantic is about 3,000ft. deep, and where the presence of the gas will not endanger either shipping or fish supplies.

Altogether there will be destroyed by this method about 70 tons of phosphene (in liquid form), contained in two tanks and 3,000 steel flasks.

Official Report.

Recently the German Government issued its report on the investigation into the Hamburg catastrophe.

This establishes definitely that all the phosphene stored there was old war stock, so that there is no longer any ground for the sinister suggestions of the illegal manufacture of the gas.

What remained of these war stocks was exempted from destruction by the Disarmament Commission.

It was reserved for industrial use, for which purpose Germany is also allowed to manufacture a limited quantity—although, of course, she is explicitly pledged not to produce poison gas for military purposes.

Germany's yearly manufacture of phosphene for industrial purposes is about 1,500 tons, most of which is employed in dyeing processes.

No phosphene has ever been manufactured at the Hamburg factory on whose grounds the disaster originated (says the Government report).

MAD WOMAN'S FIGHT.

SHOWER OF STONES FOR
POLICE.

With a supply of bricks as ammunition a woman defended herself against eviction from a barricaded house in Ninth, Glamorgan, recently.

The chief constable, Mr. Percy D. Kepp, an inspector, a police-sergeant, and a number of other officers attempted to carry out the order.

They found that the tenant's wife, Mrs. Ann Reynolds, had barricaded the doors and windows, and was armed with a wood chopper.

Attack with Chair.

When the officers got into the house the woman is alleged to have attacked them fiercely with a chair, which was smashed.

She then climbed on to the zinc roof of the back kitchen, from whence she kept up a fusillade of bricks.

Her ammunition expended, she walked to the edge of the roof with the apparent intention of jumping off; but the roof collapsed, and she was left suspended from a beam.

She was rescued and taken to the police station, where she was examined by the police surgeon and certified insane.

DANCERS' DASH FOR SAFETY.

MARQUEE DESTROYED BY
FIRE AT 2 A.M.

CHAMPAGNE ON
FLAMES.

Three or four hundred guests, including the Duchesses of Montrose and Devonshire, Constance Duchess of Westminster, Lord and Lady Annaly, and the Earl of Rosse, were driven into the street early on the morning of June 1st, by a fire which broke out in a marquee at a dance given by Mrs. Bower Ismay at 25, Bruton-street, W. 9. No one was injured.

Mrs. Bower Ismay, who is the widow of Captain C. Bower Ismay, has taken Sir Basil Montgomery's house in Bruton-street for the season.

The dance was in honour of her debutante daughter, Miss Del Ismay, and a marquee had been erected at the back of the house.

It was about 2 a.m. when the fire broke out, and many of the guests were dancing at the time in the ball-room, which overlooks the marquee. It is thought that a stray cigarette end, either dropped in the marquee itself, or dropped from the windows of the ball-room above, may have caused the fire. In a few moments, flames, fanned by a high wind, began to leap through the canvas.

The guests immediately made for the street, many of the women leaving cloaks and furs behind. The brigade was summoned, while some men dancers remained in the house to give what help they could.

Some of the guests also attempted to quell the flames with champagne and other wines, while others helped the firemen to remove silver and furniture into the street.

The flames, which reached the windows of the servants' rooms on the upper floors, were soon put out by the fire brigade.

In the meantime people asleep in the adjoining houses heard the alarm, rushed out in their night clothes, and began to remove their own valuables. The narrow streets in the neighbourhood were soon crowded with people, dancers from hotels and night-clubs, who had heard of the fire, running up and adding to the confusion. There was no panic, however, and few of the guests lost more than a cloak or a hat. The marquee was destroyed.

After the flames had been put out it was found that the back of No. 25 had been badly scorched, and that some of the wood work had been burnt through.

A laden buffet in the marquee had collapsed, and much silver, glass, food, and wine was heaped in an indistinguishable mass upon the floor. Some of the furniture, too, had been badly damaged. There was little sign of the outbreak in Bruton-street next afternoon, however; all the valuables which had been brought out had been put back, and only the rear portion of the house showed any signs of damage.

The parents of the Duchess of York, the Earl and Countess of Strathmore, live at No. 17, across the street from No. 25, while Lord Islington lives in the adjoining house, No. 24.

A footman of Lord Islington's told a Press representative: "About two o'clock I awoke suddenly and heard an alarming crack-

CONSIGNEES' NOTICES.

THE BEN LINE STEAMERS,
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ANTWERP, LONDON, STRAITS,
and PHILIPPINES.

The Steamship,
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Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of The Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 5th July, 1928, will be subject to rent.

All claims against the steamer must be presented to the Underwriter on or before the 15th July, 1928, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 4th July, 1928, at 10 a.m., by Messrs. Goddard and Douglas.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by,
GIBB, LIVINGSTON & CO., LTD.
Agents.
Hongkong, 29th July, 1928.

BALDWIN'S LIMITED.

DEBENTURE HOLDERS COME
TO TERMS.

London, June 29.
The Financial Times is authority for the statement that at a meeting of the committee of the 7 1/2 per cent debenture holders with the directors of Baldwin's Limited, a compromise was reached whereby they will receive better terms, and that the adoption of the scheme should now be assured.—Reuter.

Athens, June 29.
The Cabinet has resigned following the earlier resignation of the Finance Minister, M. Cafandaridis, in consequence of a dispute with M. Venizelos over M. Cafandaridis' financial policy.—Reuter.

THE RUBBER TAX.

A CEYLON MISCONCEPTION.

Colombo, June 29.
The principal Collector of Customs has issued a statement announcing that a misconception has arisen in regard to the rubber export duties. The official motion did not deal with the restriction tax of 1/4 cent, consequently the lump duty is now 2 1/2 cents a pound, which will be automatically reduced to 2 1/4 cents on November 1.—Reuter.

Ing. The room was flooded with light, and when I rushed to the window I found flames leaping high into the air from the adjoining house.

"Several fire engines were soon on the scene, and they seemed to have the outbreak under control about three o'clock, although firemen were working all night."

BANK LINE LTD.

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ELLERMAN & BUCKNALL S.S. CO., LTD.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

UNITED KINGDOM & CONTINENT **ELLERMAN LINE**
"CITY OF TOKIO" ... Havre, London, Rotterdam & Hamburg ... 25th July.
"CITY OF PEKIN" ... Havre, London, Rotterdam & Hamburg ... 25th August.

BOSTON, NEW YORK & BALTIMORE **AMERICAN & MANCHURIAN LINE**
"CITY OF OSAKA" ... via Suez Canal ... 18th July.
"CITY OF EVANSVILLE" ... via Suez Canal ... 10th August.
"CITY OF HALIFAX" ... via Suez Canal ... 9th September.

ALSO AGENTS FOR

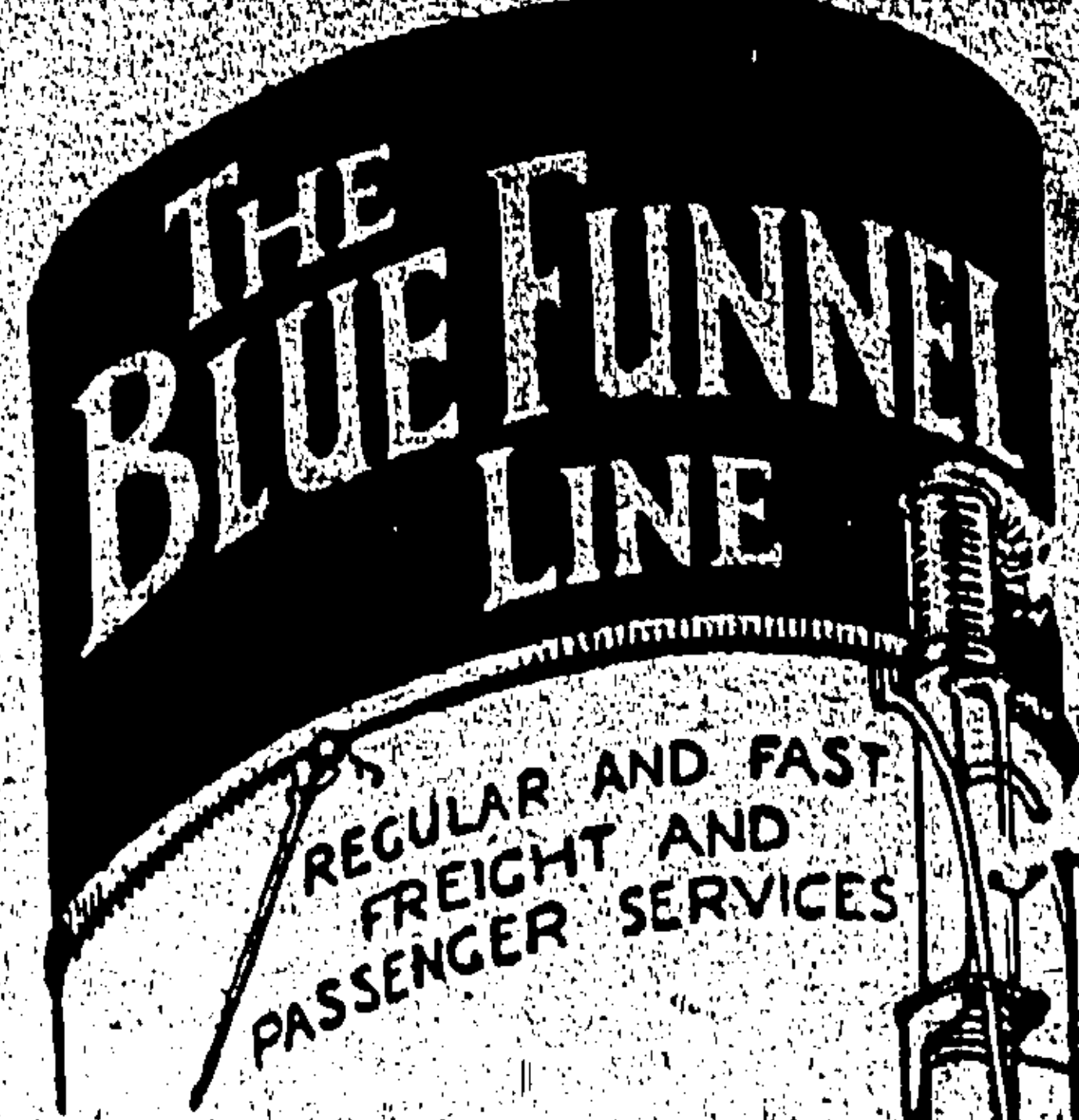
ANDREW WEIR & CO.

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MAURITIUS & SOUTH AFRICA **ORIENTAL AFRICAN LINE**
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Loading for Mauritius, Benin, Delagoa Bay, Durban, East London, Agos Bay (Port Elizabeth), Mossel and Bay Capetown.
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For freight or passage on any of the above lines apply to
THE BANK LINE, Ltd.
Telephone Central 4791.



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"PERREUS" 24th July. ... Marseilles, London, Havre & Hamburg
"GLAUCUS" 7th Aug. ... Marseilles, London, Havre & Hamburg

LIVERPOOL SERVICE

"BREKENOR" 20th July. ... Genoa, Havre, Liverpool & Glasgow
"ANTILLOCHUS" 30th Aug. ... Genoa, Havre, Liverpool & Glasgow

PACIFIC SERVICE

via Kobe & Yokohama
"PROTEUS" 13th July. ... Victoria, Vancouver & Seattle
"TALYBUID" 2nd Aug. ... Victoria, Vancouver & Seattle

NEW YORK SERVICE

"DANDANUS" 27th July. ... Boston, New York & Baltimore
"LYGON" 24th Aug. ... Boston, New York & Baltimore

PASSENGER SERVICE

"HECTOR" 11th July. ... Singapore, Marseilles & London
"AENEAS" 4th Sept. ... Singapore, Marseilles & London

OUTWARD SERVICE

"ANTILLOCHUS" 2nd July. ... Shanghai, Moji, Kobe & Yokohama
"PHILOCTETES" 8th July. ... Shanghai, Moji, Kobe & Yokohama

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Agents



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To San Francisco and Los Angeles ... The Sunshine Belt via Honolulu ... The Short, Straight Route to America
Fortnightly sailings on Tuesdays ... Fortnightly sailings on Tuesdays
Pres. Taft Tues., July 3rd, 9 a.m. Pres. McKinley ... Tues., July 10th
Pres. Jefferson ... Tues., July 17th Pres. Grant ... Tues., July 24th
Pres. Lincoln ... Tues., July 31st Pres. Cleveland ... Tues., Aug. 7th
Pres. Madison ... Tues., Aug. 14th Pres. Pierce ... Tues., Aug. 21st

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Pres. Polk ... Sun., July 1, 8 a.m. Pres. Harrison ... Sun., Aug. 12, 8 a.m.
Pres. Adams ... Sun., July 16, 8 a.m. Pres. Monroe ... Sun., Aug. 26, 8 a.m.
Pres. Garfield ... Sun., July 29, 8 a.m. Pres. Wilson ... Sun., Sept. 9, 8 a.m.

To Manila

Pres. Polk ... July 1st, 8 a.m. Pres. Adams ... July 16th, 8 a.m.
Pres. McKinley ... July 3rd, 6 p.m. Pres. Grant ... July 17th, 6 p.m.
Pres. Jefferson ... July 7th, 6 p.m. Pres. Lincoln ... July 21st, 6 p.m.

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INDO CHINA STEAM NAVIGATION CO., LTD.

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Destination.	Steamers.	Sailings.
via SWATOW	Hopsang	Sun. 1st July at noon.
	Kwaisang	Wed. 4th July at noon.
	Hangsang	Sun. 8th July at noon.
	Fookshing	Wed. 11th July at noon.
via AMOI, MOJI & KOBE	Fooksang	Fri. 6th July at 7 a.m.
TO OSAKA via AMOI, SHANGHAI, MOJI & KOBE	Hosang	Fri. 13th July at 7 a.m.
TO OSAKA via AMOI, MOJI & KOBE	Kutsang	Fri. 20th July at 7 a.m.
	Namsang	Fri. 3rd Aug at 7 a.m.
TO CANTON	Hangsang	Tues. 2nd July at 6 a.m.
TO STRAITS & CALCUTTA	Kumsang	Tues. 3rd July at 3 p.m.
TO SINGAPORE	Suisang	Fri. 6th July at 3 p.m.
TO SANDAKAN	Mausang	Satur. 7th July at 3 p.m.
TO TIENTSIN	Chipsang	Sun. 1st July at 7 a.m.

SUMMER TRIPS TO JAPAN.

Excellent 1st class accommodation on through steamers from Calcutta to Japan at the specially reduced return fares of \$175 to Kobe and \$200 to Yokohama. These return tickets are available for 3 months. Further reductions made for parties of not less than 4 adults.

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JOINT SERVICE OF THE

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SAILINGS FROM HONGKONG

S.S. "CITY OF OSAKA"	via Suez Canal	13th July.
S.S. "DARDANUS"	via Suez Canal	27th July.
S.S. "CITY OF EVANSVILLE"	via Suez Canal	10th Aug.
S.S. "LYCAON"	via Suez Canal	24th Aug.

Steamers proceed via Suez Canal or Panama Canal at owners' option.

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Fast Hongkong to London \$82.

TO LONDON, ROTTERDAM & HAMBURG via STRAITS & COLOMB.

Steamship "PEMBROKESHIRE" (Via Oran) 11th July.

Steamship "GLENSHANE" (Via Oran) 10th Aug.

Motor Vessel "GLENOGLE" (Via Oran) 7th Sept.

Steamship "CARMARTHENSHIRE" (Via Oran) 5th Oct.

TO SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOK.

Steamship "CARDIGANSHIRE" 13th July.

Motor Vessel "GLENSHANE" 20th July.

Motor Vessel "GLENAMOI" 10th Aug.

Steamship "CARMARTHENSHIRE" 20th Aug.

Motor Vessel "GLENGARRY" 1st Sept.

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Notice—STEAMER LEAVES FOR CANTON at 10.00 p.m.

HONGKONG-MACAO LINE.

FROM HONGKONG: 8 A.M. and 2 P.M. (Weekdays only).

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EXCURSIONS TO MACAO.

ON SUNDAY, 1st JULY.

HONGKONG TO MACAO. MACAO TO HONGKONG

9.00 a.m. "SUI AN" 3.30 p.m. "SUI AN"

ON MONDAY, 2nd JULY.

9.00 a.m. "SUI AN" 8.00 a.m. "SUI TAI"

2.00 p.m. "SUI TAI" 3.30 p.m. "SUI AN"

RETURN SALOON PASSAGE FARE: \$5.00.

Above sailings are subject to Weather Conditions and Intending Passengers are requested to communicate with the Office, whenever any of the Typhoon Signals are hoisted.

ROUND THE WORLD.

OUT FOR A RECORD.

New York, June 29.

Mr. John Meers and Captain Col-

look off in a seaplane from the

story to undertake the Olympic,

ch called at midnight, and there-

gave five hours in their attempt

beat the world's record for a

and the world trip by sea and air,

Europe, Siberia, and Japan—

ter's American Service.

PRIMO DE RIVERA.

DICTATORS' LOVE AFFAIR IS

RENEWED.

Paris, June 29.

Le Journal's Madrid correspon-

dent learns that General Primo de

Rivera and Signorita Castellanos

have been reconciled. The news

of the marriage will not be

published until after the cere-

mony, which is to be celebrated

secretly.—Reuter.

STUDENT DROWNED.

RECENT BATHING FATALITY AT LAICHKOK.

Mr. W. Schofield at the Kowloon Magistracy yesterday conducted an inquiry into the circumstances of the death of a young Chinese who was drowned whilst bathing at the Laichikok Beach on the evening of June 12.

After medical evidence had been given, students from the Sacred Heart College, who were with the deceased, stated that they had been bathing for about two hours when it was decided that they should finish. They later saw one of their masters swimming and the deceased, suggested that they should have another swim.

The deceased was warned by the master not to go in from the pier on which they were standing, as it was too deep. After climbing down to the foot of the pier the deceased said that he was not afraid to die and jumped in. He was seen to swim a few strokes and then sink. The alarm was raised, but on the arrival of some soldiers from the beach, he had completely disappeared. It was not till fifteen minutes later that his body was recovered.

Neither the master nor the students were sufficiently strong swimmers to make any attempt to save the unfortunate youth.

Pte. Conway of the Queen's Regiment, said that he was called to render artificial respiration to the deceased. On going to where the body had been taken witness found some men already trying to restore the deceased, but their methods were not correct.

Witness said that he was the only person at the beach who could do artificial respiration correctly. The military authorities provided a boat, manned by six men, but these were not fully qualified in the art of resuscitation.

After he had been working for about an hour and a half, Dr. Newton arrived and pronounced life to be extinct. Witness remarked that his efforts produced signs of life on five occasions.

The jury returned a verdict of accidental death.

BISHOP TO RESIGN.

BISHOP MALONEY OF NINGPO.

Shanghai, June 29. Bishop Maloney is resigning the Bishopric of Ningpo as from the beginning of 1929.—Reuter.

[Bishop Maloney, of the Church Missionary Society, was born on June 2, 1866, in Dublin, Ireland, son of Mr. Frederick Barreford Maloney of the Madras Civil Service. He first came to China twenty years ago last February and was married six months after arrival. He holds the D. D. degree. Hon. Cause, Cambridge. He served as a missionary in the Central provinces of India from 1890 to

R.A.F. FLYING BOATS.

ARRIVE AT MELBOURNE.

Melbourne, June 29. The four R.A.F. flying boats have arrived, thus completing the outward portion of the flight. The machines are being overhauled and will leave for Singapore in two months' time.—Reuter.

THE SALT GABELLE.

ATTEMPT TO DISMISS CHEFOO OFFICIAL.

Chefoo, June 29. The former assistant Inspector of Salt Revenue of Chefoo, Chang Chang-yu, returned from Shanghai on the 25th and presented a document sealed by the Nanking Ministry of Finance appointing him to take over the District Inspectorship from the foreign Inspector, Mr. Berube, and to compel him to relinquish all his rights in accordance with the Loan Agreement. Upon refusal, Mr. Berube's Office was occupied early this morning by a gang of civilians led by Chang Chang-yu. Mr. Berube, accompanied by the British and Japanese Consuls, was refused admittance. To-day Mr. Berube received notification from Chang Chang-yu to evacuate his official residence within three days as he is no longer District Inspector. Mr. Berube still refuses to sign the documents relinquishing his rights, but is considerably apprehensive regarding his personal safety.—Reuter.

May Remain in His House.

Chefoo, June 29. Through the intervention of the British Consul Mr. M. O. Berube has received permission verbally to remain in his house for the time being.—Reuter.

NOBILE & AMUNDSEN.

SWITZERLAND TO HELP.

Berne, June 29. A Klemm-Daimler light aeroplane owned by Herr Bernette von Muehlenen is being despatched to King's Bay in search of the members of the "Italia" party.—Reuter.

Braganza Still Icebound.

Rome, June 29. The Citta de Milano has wirelessed that the Braganza is still ice-bound at North Cape and that the weather is bad, with fog and a northerly wind. There is no news of Commander Mariano's walking party.

The icebreaker Krassin is due at Spitzbergen on the 30th.—Reuter.

A Reconnaissance.

Tromsø, June 29. The seaplane "Mariano I" made a seven hours' reconnaissance of the coast partly to test her wireless, and returned to Tromsø at midnight.—Reuter.

CARMARTHEN ELECTION.

A LIBERAL VICTORY.

London, June 29. The bye-election at Carmarthen, caused by the elevation of the Rt. Hon. Sir Alfred Mond to the Peerage, resulted as follows:

Mr. Jones (Lib.) 10,207.

Mr. Hopkins (Lab.) 10,164.

Mr. Mansel (Cons.) 8,001.

[The figures at the last General Election were: Sir Alfred Mond (Cons.) 17,281; Rev. E. T. Owen (Lab.) 7,963.]

Bombay, June 29.

The cotton mill-owners have decided to re-open the mills next week to give the strikers an opportunity of returning to work.—Reuter.

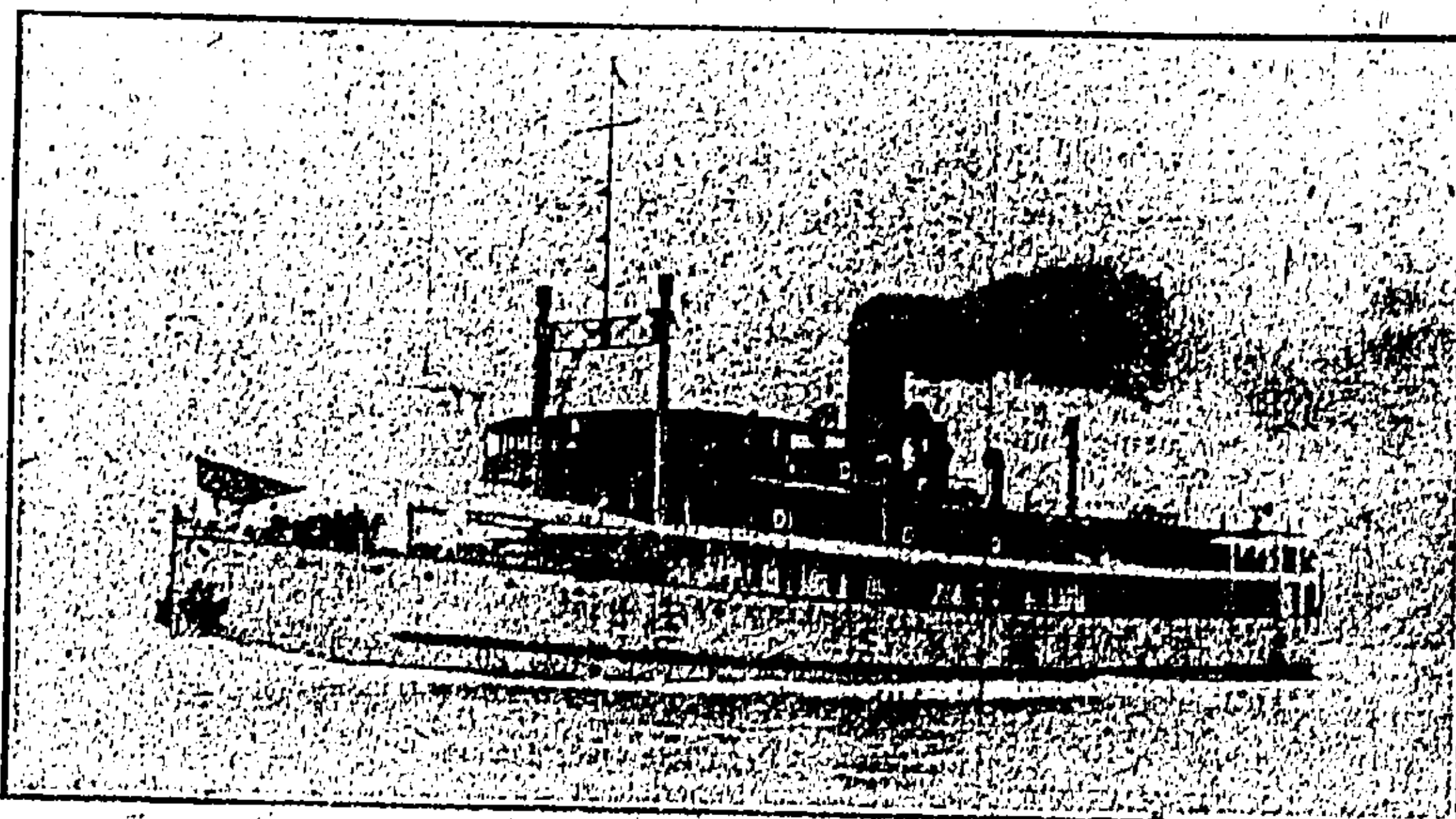
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OCEAN STEAM SHIP CO., LTD.

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Consignees per company's Vessel.

"ATREUS"

From NEW YORK via MANILA.

are hereby notified that the cargo

will be discharged into Holt's Wharf

Kowloon, where it will lie at Consignees' risk and subject to terms and

conditions of storage at Holt's Wharf.

The Cargo will be ready for delivery

from Godown on and after 28th June.

Optional cargo will not be landed

here, unless notice has been given

prior to steamer's arrival, but carried

on from port to port to the final port

of call to which the option extends.

All broken, chafed, and damaged

goods are to be left in the Godowns,

where they will be examined on any

Tuesdays and Fridays between the

hours of 10.45 a.m. and noon within

the free storage period.

No claims will be admitted after

the Goods have left the steamer's

Godown, and all Goods remaining

undelivered after the 4th July, will

be subject to rent.

All Claims against the Steamer

must be presented to the undersigned

on or before the 18th July, or they

will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 28th June, 1928.

OCEAN STEAM SHIP CO., LTD.

And

CHINA MUTUAL STEAM

NAVIGATION CO., LTD.

Consignees per Company's Steamer,

"GLAUCUS"

From UNITED KINGDOM via

SINGAPORE

are hereby notified that the cargo

will be discharged into Holt's Wharf

Kowloon, where it will lie at Consignees' risk and subject to terms and

conditions of storage at Holt's Wharf.

The Cargo will be ready for delivery

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where they will be examined on any

Tuesdays and Fridays between the

hours of 10.45 a.m. and noon within

the free storage period.

No claims will be admitted after

the Goods have left the steamer's Godown, and all Goods remaining

undelivered after the 4th July, will be subject to rent.

All Claims against the Steamer

must be presented to the undersigned

on or before the 18th July, or they

will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 27th June, 1928.

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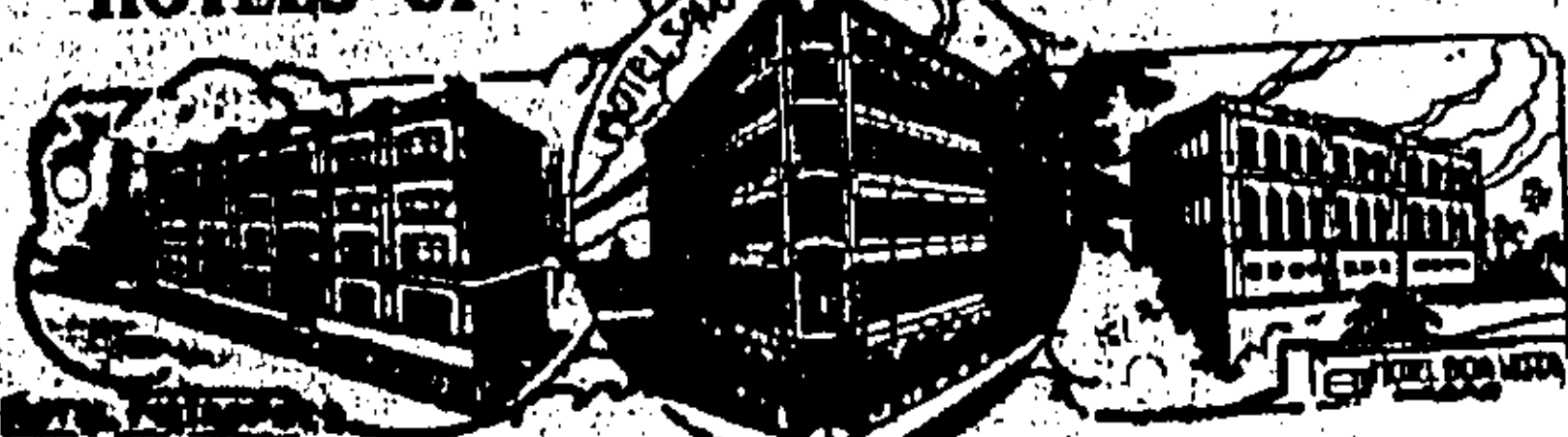
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CONSTRUCTION

THE FINAL EXPRESSION
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SERVICE

PORTUGUESE IN VOLUNTEERS.

WILL NOT LOSE THEIR
NATIONALITY.

POSITION EXPLAINED.

It is notified in the Government Gazette that Portuguese enlisting in the Portuguese Company of the Hongkong Volunteer Defence Corps will not be regarded as having in any way renounced their status as Portuguese subjects.

A Portuguese Volunteer will, however, on enlistment have to take the oath of allegiance as set out in the second schedule of Ordinance No. 2 of 1920, thereby binding himself to be faithful and bear true allegiance to His Majesty King George, in accordance with the provisions of the Hongkong Volunteer Defence Ordinance, 1920, and of the rules which may be in force thereunder from time to time.

Accordingly, for purposes of the Hongkong Volunteer Corps and while on duty with the Corps, a Portuguese Volunteer will be regarded as having the same status as all other Volunteers who are British subjects; but he will not be asked to renounce his Portuguese nationality, nor will his status as a Portuguese subject, apart from his duty to the Hongkong Volunteer Defence Corps, be in any way questioned.

BRITISH MANDATE IN SAMOA.

GREATER FIRMNESS URGED IN TROUBLES REPORT.

Geneva, June 29.

The Mandates Commission has prepared a report of the Samoan troubles, which will be presented to the League of Nations Council in September.

It is understood that the report throws the blame on Mr. Nelson, the copra "King," who was banished in connexion with the troubles and for his activities among the natives.

The report also expresses a wish for greater firmness on the part of the Mandatory Administration. The Samoan Islands are held by the New Zealand Government under a Mandate, and the Administrator is Sir George Richardson.

RUSSIAN MILITARY ACTIVITY.

SECRET MEASURES ALONG FINNISH FRONTIER.

Helsingfors, June 29.
Newspaper reports mention extensive Russian military activities on the frontier of the Karelian Isthmus.

The reports state that the Russians are very secretly strengthening their border fortifications and lines of communications and also increasing the number of troops stationed there.

The usual Finnish Army manoeuvres in the frontier districts are now proceeding, a great number of troops being engaged.

—Reuter.

BRITAIN & KELLOGG TREATY.

PROBLEMS NOT SO SIMPLE AS APPEAR.

London, June 29.
Replying to a deputation from the League of Nations Union, Sir Austen Chamberlain declared that while the problems connected with the Kellogg Anti-War Treaty are not quite so simple as they appear, he was confident that they would be successfully concluded.

He said the Government did not at present think that any useful purpose would be served by signing the Optional Clause with the reservations which they would have to attach thereto. The practical way of proceeding would be to get the principal arms-producing countries to name a date on which they would ratify simultaneously.

—Reuter.

AUSTRALIAN LABOUR RIOT.

PAN-PACIFIC MOVEMENT OBJECTED TO.

Canberra, June 29.
The Australian Workers' Union, which is the largest Australian labour organisation, has decided to disassociate itself from the Pan-Pacific Labour Council.

This decision has been taken on the grounds of the Labour Council's connection with the Pan-Pacific movement.

MARTIAL LAW IN HANKOW.

FOREIGNERS KEPT IN
HOUSES.

TO WALK IN MIDDLE OF STREET WHEN OUT.

FENG ON WARPATH.

Naval wireless messages received to-day make further reference to the inconvenience caused to foreigners when Martial Law was suddenly declared in Hankow, following the arrival in the city of Marshal Chiang Kai-shek.

In addition to being made to walk in the middle of the streets, as reported yesterday, foreigners living in the ex-British Concession were confined to their houses for long periods, the streets being patrolled by soldiers with fixed bayonets.

Latest messages from Tongshan indicate that there are about 80,000 Fengtien troops in the mining area. The majority of the troops are about ten miles north-west of Wa Li. It is understood that there is a shortage of food and money in the Tongshan workshops.

Feng Attacks Communist Army.

Marshal Chiang Chung-chang has between 20,000 and 30,000 troops at Lutai. Rumours are current that a Nationalist drive north of Tientsin has started.

Another report is to the effect that Marshal Feng Yu-hsiang has attacked the Shansi Nationalist 6th Army, consisting of notorious Communists, who are rumoured to have revolted and crossed the border into Kiangsi.

Tsinanfu Vigilance.

Shanghai, June 29.
Japanese police vigilance at Tsinanfu including the raiding of Chinese houses and the searching of pedestrians, was continued on Wednesday, when a few Chinese suspects were detained.

In this connexion the Japanese have informed the Chinese authorities that the measures are adopted for the purpose of seeking out irregular Southern troops, who are scheming to create disturbances in the city.

Assisting North.

Shanghai, June 29.
A cable from Hsuehchow indicates that several of the most wealthy and influential Chinese merchants there are under the surveillance of the Nationalist authorities, on the ground that they recently assisted the Northerners with money.

Touring Politicians.

Shanghai, June 29.
The latest news concerning Messrs. Wu Han-min, the former Chairman of the Nanking Central Executive Committee; Sun Fo, former Nanking Minister of Finance; and C. C. Wu, former Minister of Foreign Affairs, who are aboard on a tour of "general observation," is that they will shortly be returning to China to re-enter political life.

Economic Conference.

Shanghai, June 29.
The Economic Conference held in Shanghai, under the auspices of the Nanking Finance Ministry, came to an end yesterday afternoon, when the Conference was formally closed.

On Sunday, the first session of the Finance Conference will be opened in Nanking. The Nanking Military Council on Thursday resolved to hold a Troop Disbandment Conference on Saturday, (to-day) in Nanking, when the Council will discuss the measures to be adopted to cut down the number of units in the Kuomintang armies to a reasonable limit.

Feng to Join Chiang.

Peking, June 29.
Yen Hsi-shan is sending Shang Chen and others to Shihchiachuang to meet Chiang Kai-shek.

Chiang Kai-shek is going to Pao-tungfu to meet him. Feng Yu-hsiang has wired expressing his desire to accompany Chiang Kai-shek to Peking despite his illness.

Peking Very Quiet.

Peking, June 29.
Although many placards are now posted up in the streets with the approval of Pei Chung-hsi, denouncing foreign imperialism and unequal treaties, and some even saying, "Strike down the foreign Powers," the city remains very calm. The populace is perfectly friendly.

Appointment Ignored.

Peking, June 29.
The Nanking Government is ignoring another of Yen Hsi-shan's appointments, namely, the appointment of Yen Hsi-shan to the post of Commander-in-Chief of the Peking Army.

DUTCH QUEEN AS A PLAINTIFF.

ACTION IN BRITISH COURT
STRUCK OUT.

COLLECTION OF TAXES.

London, June 29.
An unusual case was heard in the Chancery Division to-day when the Queen of Holland figured as a party in an application concerning taxes, and judgment went against Her Majesty.

The action was by the Queen of Holland against Drukker and others, and one of the defendants moved that the Court should strike out the statement of claim as it did not disclose a reasonable cause of action.

The applicant was a Dutchman and the action referred to a claim to collect the Dutch Succession Duty in Great Britain.

Counsel argued that it was an elementary rule of law that one country could not enforce another's revenue laws, or collect taxes for it.

Counsel for the Queen submitted that that principle applied to another country's penal laws.

Mr. Justice Tomlin laid down that there was a rule at least 200 years old, by which Great Britain could not collect foreign taxes for a foreign sovereign.

He ordered the claim to be struck out and the action was dismissed with costs.—Reuter.

PRINCE OF WALES' TOUR.

LEAVES FOR EAST AFRICA IN SEPTEMBER.

London, June 29.
The arrangements are now complete for H.R.H. the Prince of Wales' East African tour.

His Royal Highness, accompanied by H.R.H. the Duke of Gloucester (Prince Henry) and four members of his suite, will leave England on September 7th, proceeding overland to Marseilles, whence the party will sail by the P. and O. liner Kalsar-I-Hind.

They will spend forty-eight hours in Egypt and then sail by the P. and O. s.s. Malda, arriving at Mombassa on September 29th.

—Reuter.

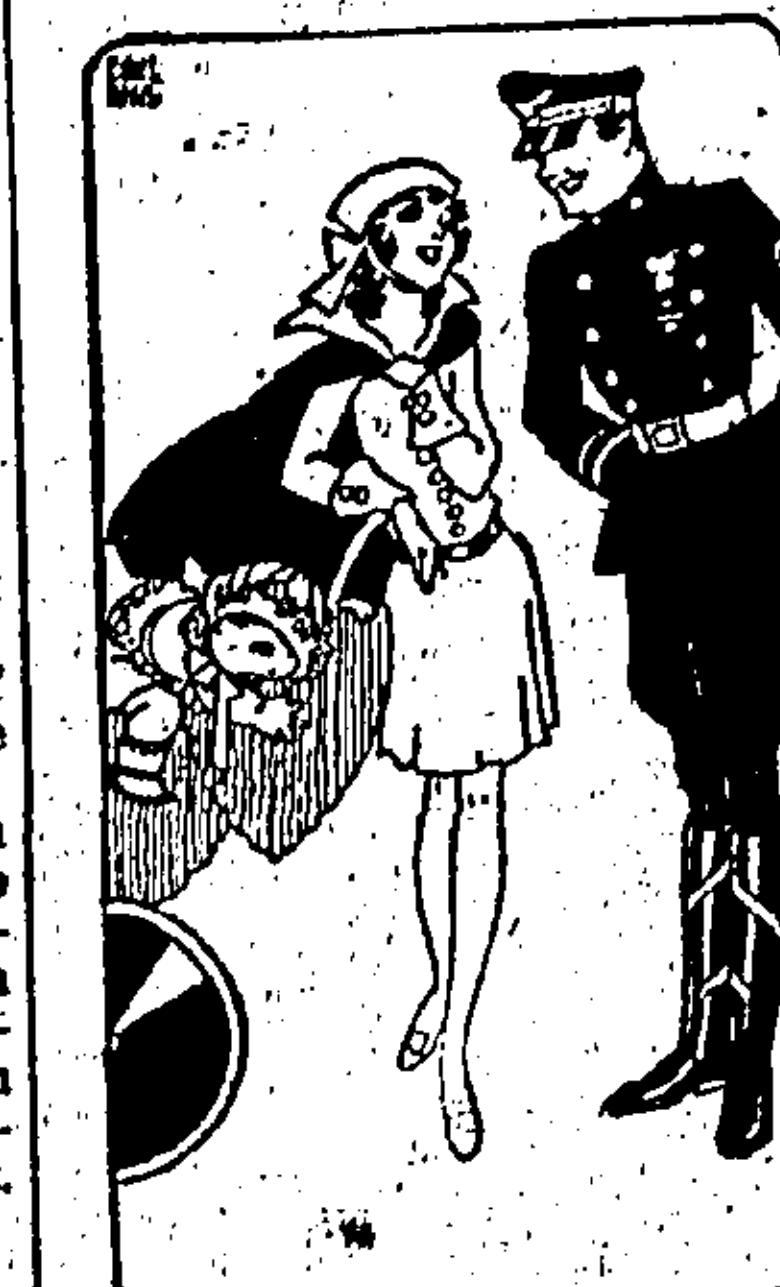
COMMUNAL RIOT IN INDIA.

POLICE PREVENT SERIOUS OUTBREAK.

Calcutta, June 29.
A message from Hathras, in the United Provinces, states that a communal riot during the Moharram celebrations resulted in a number of Hindus and Muslims being injured.

Prompt intervention by the police prevented more serious developments.

Business is now suspended, and the Government has prohibited the carrying of weapons.—Reuter.



A girl often finds it easy to abide by the law—if he's good looking.

etrol.—Reuter.

Returns to Duty.

Peking, June 29.
As Yen Hsi-shan's sick leave expired to-day he is taking up his duties again.—Reuter.

Reception to Meet Chiang.

Peking, June 29.
Yen Hsi-shan is inviting the members of the Diplomatic Body to a reception at the Wanchiaopu on July 5 to meet Marshal Chiang Kai-shek, Feng Yu-hsiang and Li Chung-yeu.

Chen Tai-yuan arrived this afternoon from Tientsin.—Reuter.

No More Recruiting.

Nanking, June 29.
The Central Executive Committee yesterday decided to prohibit further enlistment of troops and appropriate \$300,000 for the relief of wounded soldiers.—Reuter.

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THE STAR OF
"THE BIG
PARADE"

and
"FLESH AND THE DEVIL"

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FINEST-ROMANTIC
ROLE!

John Gilbert
in
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GLAD OR SAD, in silks or rags, he took life and romance, with music on his fiery lips, twinkle in his roguish eye—until SHE came.

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SOMERSET MAUGHAM'S
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the very elements
of Nature itself!

With
THOMAS MEIGHAN
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Continuous 2.30 to 11.15